



Hongkong Daily Press.

ESTABLISHED 1857

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 15 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.15 " " 12.00 noon " " 10 " "
12.00 noon " 1.00 p.m. " " 15 " "
1.00 p.m. " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 15 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

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thereof has been made in Bank Notes or
Cheques or Comproadors Order represented
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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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THE MOTOR-CAR TRAGEDY.

VERDICT OF MANSLAUGHTER AGAINST BOTH CHAUFFEURS.

JURY'S RIDERS TO THEIR VERDICT.

A verdict of manslaughter against the chauffeurs of the two cars concerned in the accident was returned at yesterday's sitting of the Enquiry into the death of Lieut. Commander Hooper, R.N., H.M.S. *Hawkins*, who was killed in a motor accident on the Causeway Bay Road on New Year's Eve, when returning from a Carnival dance at the Repulse Bay Hotel.

A number of riders were added to the Jury's verdict with regard to speed, etc. Mr. J. R. Wood presided.

All the evidence having been completed, the Jury (Messrs. H. Greenwood, H. Dreyer, and L. Scott) were addressed by the solicitors.

Mr. T. M. Hazlerigg, who appeared for the Crown said that his duty was only to ensure that all the available evidence was placed before the Coroner and the Jury. He submitted that he had done that, and therefore his duty ceased. He need not address the Jury and would leave any direction to the Coroner.

Mr. Denny, who appeared for the Admiralty, said the Jury's first task was to find out the primary cause of the accident. It was perfectly plain that deceased's car, No. 118, was overtaken by car No. 46. According to the evidence the pace was excessive, and that being the case, the duty of the enquiry was to fix any culpability which might rest on either or both drivers. He suggested that the overtaking car saw no signals made by car 118 inviting them to pass, and that no such signal was given. The driver of car 46 was the only man who said the signal was given. But this man's car was a right-hand drive, and deceased's car was a left-hand drive, so that the chauffeur of the latter would have to stretch considerably to make his hand show at all, and it would be next to impossible, therefore, for the driver of car 46 to see the signal were it given. The action of car 46 in passing car 118 was, in his opinion, the primary cause of the accident. There were two or three things arising out of the accident to which he wished to draw attention. The first was that the spur stones on the side of the road appeared to be of not the slightest use excepting to facilitate an accident. With the rule of the road as it was in the Colony, cars with a left-hand drive should not be allowed on the roads. In crowded streets, amongst a lot of traffic, it was very difficult for a driver with a left-hand drive to signal a car behind him to pass. Finally they had had expert evidence that 20 miles an hour was fast enough for cars to take a curve of this sort, but it was plain that these two cars were going considerably faster. Speed should be regulated, or, if there was a regulation in existence, it should be very strictly enforced. Also, there should be a stricter examination of chauffeurs.

Mr. F. E. Nash, representing the Connaught Motor Co., and also the driver, asked the Jury to accept the version of the affair as given by the officers. They were in high spirits at the time of the accident, but they said that the car was in good running order, and they had no fault to find with the chauffeurs. That exonerated the company. On the night of the accident the driver underwent a terrible ordeal, and on top of that, was detained by the police for a couple of days. As a result, his story was most probably a little mixed, though told in all good faith. He asked the Jury to believe that the real causes of the accident simply were the speed of the cars, the presence of the overtaking car, the swerving in to the left of car 118, and the presence of the treacherous spur stones.

The Coroner (Mr. J. R. Wood), then commenced to sum up the facts. First of all, however, he expressed the sympathy of everyone concerned with the relatives and friends of the deceased. He went on to say that the Jury could bring in one of two verdicts, either "accidental death," or "manslaughter." He would like to first point out that if they brought in the latter verdict, he should not make the usual Coroner's warrant, but send all the depositions, with the verdict, to the Attorney-General for his consideration. In doing this he could not disparage on the Jury. Mr. Wood said the facts did not seem to be very much in dispute. With regard to speed, the chauffeurs assessed it much lower than the occupants of the car. The occupants of car 118 put it at 25 miles an hour, and one at as high as thirty. They also said that car 46 overtook them at from 30 to 35 miles an hour, and he felt inclined to think they would accept the higher figure. They had two cars, one following the other, travelling at comparatively high speeds. It was clear that just before reaching Causeway Bay the chauffeur of car 118 was perfectly well aware that car 46 was immediately behind him, and that he heard the horn. It had been asked whether car 46 had received the signal to pass; he gave the answer, "No signal was given." The driver of car 46 claimed that he had passed on a signal. Mr. Denny had suggested that if the car did pass without a signal, that was the first incident of the chain of incidents leading up to the accident. But it seemed to him (the Coroner) that as long as both chauffeurs were expecting what the other was going to do, it did not matter whether a formal signal was given or not. Evidence showed that the chauffeur of car 118 drew in to the left to let the other car pass, which was clear proof that he was expecting car 46. The latter car, therefore, was not to blame. When car 118 drew in to the left of the road, car 46 accelerated to 35 miles an hour and proceeded to pass car 118, eight or ten feet to the right, just before reaching the curve. But when the cars drew level the driver of car 118 accelerated, on his own statement, to avoid being passed.

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If they could find that the drivers of both cars were indulging in a race, then, by law, they were both guilty of manslaughter. To find this they would have to say that car 46 continued to accelerate with the idea of racing. The driver of car 46 stated that his car was unaffected by the actions of car 118; he proceeded along a free road, passing on the off side of 118, along his ordinary course and without crossing the path of 118.

He slowed down at the curve, and when he got to the straight he went on without having any knowledge of the accident. No one had accused car 46 of racing, and that cleared its chauffeur of blame in that respect. What the chauffeur of 118 did say was that car 46 was travelling at high speed, and when he passed 118, altered his course to cut him off. He came so close that the lights of the rear car flashed on to his wind screen, and dazzled his eyes. If he accepted that statement, then car 46 came dangerously close to car 118, and if that were true the Jury might well accept it as starting the chain which culminated in the death. He thought no blame could be thrown on the passengers of car 46. Then they came to the responsibility of car 118. The chauffeur denied giving 46 the signal to pass. But he invited them to do so by turning in to the left. He knew 46 was behind him; he knew the road; he knew he was travelling at a high speed, and that the car behind him was coming still faster. He knew that in the ordinary course of events the curve should have been taken at a lower speed. When 46 drew alongside, the chauffeur of 118, thinking from the noise that the passengers were making that they required him to race, accelerated. They had to say whether the chauffeur was acting recklessly in so doing. He did not think they could avoid finding car 118 to blame. What they should ask themselves, among other things, was whether the drivers' actions were the actions which would be taken under similar circumstances by ordinarily prudent men. If they thought an average prudent driver would have taken the bend at that speed at night in order to avoid being overtaken by another car, it was up to them to bring in a verdict accordingly. If they brought in a manslaughter verdict against 118, another very serious point arose. The chauffeur alleged that he was told by the naval officers in the car not to be overtaken. They had had the perfectly frank evidence of Pay-Lieutenant Wallace that he imitated the action of a jockey. If they took the evidence of the chauffeur that all the passengers urged him to accelerate at that point, then a verdict against him would not be complete without a supplementary verdict against the passengers of the car. Any person urging the driver to drive recklessly was equally responsible.

The Jury retired for over half an hour to consider their verdict, which they brought in as follows:—

"Our verdict is manslaughter against the drivers of cars 46 and 118 in an equal degree, due to negligent driving on their part. We attach no responsibility to the passengers of car 46."

"With regard to the passengers of 118 we consider that their behaviour immediately prior to the accident, being misinterpreted by the driver, contributed in no small degree to his actions, which resulted in the fatal collision with the tramway standard."

The Jury added the following riders:—

"The first is to the effect that as the spur stones in question apparently serve no useful purpose they should be removed forthwith."

"The second is to the effect that a rule should be made whereby the owner of a car, when travelling in a car, and in the case of hired cars the person in whose name the car is hired, should be made equally responsible with the driver of the car for speed, and we suggest notices to this effect should be clearly exhibited in all hired cars."

"Further, that greater attention should be paid to the examination of applicants for driving licenses and ensure that they are fully conversant with all the rules of the road before they are passed as competent drivers."

[Pay-Lieut. Wallace writes saying that what actually occurred at the end of the last sitting of the Court was that he returned to the witness-box to repeat (amend) evidence he had already given, but which had been omitted from the written summary (by the Coroner) he had to sign. Pay-Lieut. Wallace asks for our report to be corrected. We publish his statement, but must add that the reporter insists on the accuracy of his report. It certainly seems strange that the Coroner, as well as the reporter, should have omitted to record so important a piece of evidence as that tendered by Pay-Lieut. Wallace when at the close of the inquiry he was required to sign the Coroner's record.—Ed.]

The long-coated man, who attacked a woman in the office of Mr. Schofield, First Assistant to the Secretary for Chinese Affairs, on Tuesday morning, appeared in Court yesterday morning before Mr. Lindell.

Inspector Appleton said that the woman was not in any danger but she would not be able to leave hospital until the 18th inst.

The Magistrate put the case back to this date.

The attack is said to have been an act of revenge. The woman is alleged to have been responsible for the death of the man's 16th wife, who died in a village in Honan.

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The long-coated man, who attacked a woman in the office of Mr. Schofield, First Assistant to the Secretary for Chinese Affairs, on Tuesday morning, appeared in Court yesterday morning before Mr. Lindell.

Inspector Appleton said that the woman was not in any danger but she would not be able to leave hospital until the 18th inst.

The Magistrate put the case back to this date.

The attack is said to have been an act of revenge. The woman is alleged to have been responsible for the death of the man's 16th wife, who died in a village in Honan.

Mr. R. J. Wilton presided over a full meeting of the H.K.F.A. at Victoria Barracks on Tuesday evening.

The Chief business was the arrangements for the Interport match with Shanghai at Chinese New Year.

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The teams selected are:—

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Whites: Hill, Smith and Grant; Morrison, Hudson and Post; Burnett, Ip Kau, Osborne, Valentine and Chan Kwong Yin.

The following is the draw for the Senior and Junior shields, the first round in each competition to be played on Saturday, 20th inst.

Senior: *Durban v. Titania; Tamar v. Hawkins; Club v. Kowloon; Byes: Ambrose, Police, R.G.A., King's and South China.*

Junior: *Ambrose v. Titania; Hawkins v. United; Byes: South China, Kowloon, King's, St. Joseph's, R.G.A., and Marston.*

A Sub-Committee was appointed to draw up the Shield Competition Rules.

For failing to turn out in a league match on December 23rd last against the *Tamar*, the Police were fined \$5, and the points for the game awarded to the *Tamar*.

The *Ambrose* raised the question on the irregularity in cancelling league matches, but the meeting decided that the Secretary was justified in cancelling the *Ambrose v. King's* match on Monday last.

The Hongkong Club are to be called up for playing *Angus* in a league match last Saturday without the written approval of the Police Committee.

The following will represent the Hongkong Cricket Club 2nd XI. *v. Taikoo* on the Club ground on Saturday the 13th inst., at 2 p.m.:—

D. Reid, W. Fraser, C. Blaker, H. H. Day, E. W. Alderson, H. Remington, J. W. McPhail, H. E. Hollands, J. R. Way, E. Grumble, F. C. Miller.

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THE MARCH ON CANTON. REMARKABLE PROGRESS OF INVADING FORCES.

OVER 30,000 TROOPS ADVANCING
ALONG WEST RIVER.

We have been able to gather from a trustworthy source some information regarding the advance of Sun Yat Sen's forces down the West River, which certainly lends support to Sun Yat Sen's expectation that his forces will be in occupation of the city of Canton within a fortnight.

The Cantonese force at Wuchow, confronted by a concentration of Yunnanese and Kwangsi troops, commanded by one of Sun Yat Sen's Generals, evacuated the Treaty port on December 31st, dropping further down the river on a flotilla of gunboats, armoured tow boats and junks. The allied troops pursued them, marching down both banks of the river, and by the 8th inst. the Cantonese gunboats had dropped back to Luk Po, which is about 70 miles down from Wuchow. In other words, the Cantonese have been falling back at the rate of ten miles a day, although they are reported to have made a stand at least four times—at Kongsau, Fong Chun, Dosing and Tak-hing.

Observers are impressed by the soldierly appearance of the Yunnanese troops. They appear to be under good control, are well equipped, and are marching in orderly fashion. Estimates of the strength of the Yunnanese and Kwangsi troops which are marching along the river banks range between 30,000 and 40,000. The Yunnanese carry bayonets, and this, it is said, "puts the wind up" the Cantonese, who will not stand up against cold steel.

The main Cantonese army was at Shuihung on the morning of the 6th inst. They have four two-funnelled gunboats, and possibly a dozen river gunboats or armoured tow-boats and a large number of troop junks. It is considered that if the naval force was imbued with the fighting spirit, it could have held the invading army at Wuchow. About the last chance it will have of preventing the invading troops from capturing Canton will present itself at the Shui Hing Gorges. The advance guards of the invading army and the rear guard of the retreating Cantonese were in contact just above the Gorges on the 6th inst. Evidently the invaders are not counting on serious opposition from Chen's Navy, and there is some reason for thinking that the Navy has been bought over, or, at all events, that their sympathies are with the invading force.

There must either be some very serious fighting in this region in the next few days, or General Chen Chiung Ming's resistance must entirely collapse. It is a question of the solidarity of his forces.

It should be mentioned that besides this large force of Yunnanese and Kwangsi troops advancing down the West River, a large force of Fukienese troops is reported to be advancing towards Waichow.

SAMSHUI CAPTURED.

At the rate at which the invading army has been advancing they were expected to reach Samshui on the 13th, but we learnt last night that Samshui has been surprised by another section of the invading army, which had made a detour and come down the Bamboo River, and Samshui has already fallen, apparently without serious fighting.

NERVOUSNESS AT CANTON.

An "extra" issued by one of the Hongkong Chinese papers last night stated that the Civil Governor and other officials have sent their families away from the city; that merchants are removing their goods, and people have become very apprehensive, as the numerous armed troops, and also the Volunteers, are patrolling the main thoroughfares, while bodies of troops are being moved out of the city to resist invasion. It is also stated that the commercial bodies and societies are convening a meeting to discuss the protection of the city, and it is indicated that negotiations to this end will be entrusted to Ngai Pong Ping, or Tong Ting Kwong.

JAPANESE NAVAL CADETS IN PORT.

YESTERDAY'S ENTERTAINMENTS.

Three vessels of the Imperial Japanese Navy, conveying 400 Naval cadets on a world tour, steamed into Hongkong Harbour yesterday morning to the accompaniment of salutes from the warships in port. The Japanese vessels are: the *Idzumi*, flagship of Vice-Admiral N. Taniguchi, the *Iwate* and the *Asama*, all of which were constructed in Great Britain.

Admiral Taniguchi made his official landing at 10.15 a.m. at Murray Pier. A guard of Honour and Band of the King's Regiment was drawn up on the Quay, looking very smart and soldierly. H.E. the Governor's A.D.C. (Capt. Neville) received the Admiral who, after inspecting the Guard of Honour, proceeded to Government House in one of the Governor's cars, followed by members of the staff in another.

At one o'clock a party consisting of half the naval cadets, with British midshipmen to help fulfil the duties of hosts, was entertained to tiffin by the community at the City Hall. The cadets and midshipmen filled St. Andrew's Hall, and a party of 30 British and Japanese naval officers who accompanied the party sat down to tiffin in St. George's Hall.

During the proceedings, the Colonial Secretary (the Hon. Mr. Claud Severn, C.M.G.) visited the hall, accompanied by the members of the Committee which made the arrangements: The Hon. Mr. A. O. Lang (Chairman) Commander C. W. Beckwith, R.N., Commander Tait, of H.M.S. *Hawkins*, Mr. D. K. Blair, (Secretary of the Chamber of Commerce) and Mr. M. F. Key (Assistant Secretary).

The rooms had been very tastefully decorated by the Naval authorities, the Japanese flag, the Union Jack and the White Ensign being used with good effect. The Hongkong Hotel served an excellent tiffin and the hotel band played selections. The B.A.T. Company supplied packets of cigarettes for the guests, each packet bearing a design combining the Japanese and British flags.

Afterwards, the visitors were taken by special tram-cars to Causeway Bay for Sookungpo Valley, where the Japanese community had arranged a gymnastic display for their entertainment.

CONSUL-GENERAL'S DINNER.

Last night the Consul-General for Japan (Mr. Takahashi) entertained the Vice-Admiral and officers of the Japanese Training Squadron to dinner at the Hongkong Hotel. The guests included: H.E. the Governor (Sir R. E. Stubbs, C.M.G.), who were the order of the Rising Sun; H.E. Vice-Admiral N. Taniguchi, H.E. the Commander-in-Chief (Admiral Sir Arthur Leveson, K.C.B.), H.E. the General-Officer-Commanding (Sir John Fowler, K.C.M.G.), Commander H.E. Grace, R.N., His Honour Sir William Rees-Davies, the Hon. Sir Paul Chater, C.M.G., Sir William Brunyate, K.C.M.G., Sir Robert Ho Tung, L.L.D., the Hon. Mr. Claud Severn, C.M.G., Capt. R. Odera, Eng.-Capt. S. Kawai, Capt. K. Hara, the Hon. Mr. Mei. Messer, the Hon. Mr. E. R. Hallifox, C.B.E., the Hon. Mr. J. H. Kemp, K.C., C.B.E., Hon. Mr. Chow Shou-son, the Hon. Mr. Ng Hon-ter, Mr. A. G. M. Fletcher, C.M.G., the Hon. Mr. E. V. D. Parr, the Hon. Mr. A. G. Stephen, the Hon. Mr. T. L. Perkins, Capt. Neville, Mr. Eric Rice, Mr. Tsuda, Mr. Tsutsumi, Capt. Fisher, Lieut. Commander R. E. Worthington, R.N., Lieut. Peachey and Mr. Ponsoby Fane, the Editors of the four British newspapers, and a number of members of the local Japanese Community.

After the customary honours had been paid to the Sovereigns of the two Nations, the host, in a felicitously phrased speech, extended a very cordial welcome to his guests. He recalled with pleasure the happy relations which had subsisted for so many years between Great Britain and Japan, culminating, after the Russo-Japanese War, in the Anglo-Japanese Alliance, which had ensured the peace of the Far East and contributed materially to the cause of peace in the world at large. That Alliance had now been continued in a wider pact as a result of the Washington Conference, and the friendship of the two nations was assured for all time. (Applause.)

Admiral Taniguchi, who spoke in excellent English and with a breeziness characteristic of his calling, said that when he left his world voyage, he was assured that the words "thank you, merci," and "gracias" would carry him, through wherever he went. But he soon learned that they were inadequate to express the feelings of gratitude spoken by the kind, courteous, and agreeable to him, his officers, and the ship's ratings, especially in the British ports, where the welcome had always been of the warmest character. In Hongkong they had been overwhelmed with the programme of entertainment provided for them. Alluding to the reduction of armaments arranged at the Washington Conference, he said it was only by the British and Japanese nations continuing to work side by side that the reduction of their respective navies in the interests of economy could be continued. (Applause.)

(Continued at foot of next column.)

THE MUI-TSUI BILL. UPROARIOUS MEETING AT TUNG WAH HOSPITAL.

OVERWHELMING MAJORITY FAVOURS THE BILL.

Yesterday's *kuifong* meeting held at the Tung Wah Hospital to discuss the *Mui-tsui* Bill, now before the Legislative Council, terminated in an uproar, as the result of the Chairman (Mr. Lo Chung Kui) declaring the meeting closed without the sense of the meeting being taken. An angry scene followed in which there was much shouting, and the Chairman was severely heckled. The attitude of a large section of the audience was so menacing that the Chairman was forced to re-open the meeting and ask for a show of hands.

The meeting, which was a very crowded one voted in an overwhelming majority in favour of the Bill and the crowd dispersed amidst cheers and there was much jeering at the Chairman and his co-directors.

The overwhelming opposition must have been something in the nature of a bombshell to the organisers of the meeting, who were of the merchant class and included many of those who were present last week at an extraordinary meeting of the Chinese General Chamber of Commerce at which a resolution was passed unanimously asking the Chinese representatives of the Legislative Council to oppose the Bill when it comes up for second reading.

The opposition which attended yesterday's meeting in force was composed of Christian Chinese, members of the Chinese Y.M.C.A., and the Y.W.C.A.—members of the Chinese Seamen's Union and quite a large representation of other labouring classes. As the meeting proceeded men from the streets strolled in—coolies of all sorts. They listened with interest to the proceedings but took no part in the scene at the conclusion of the meeting. The hall was crowded and there must have been some hundreds present. The two Chinese unofficial members of the Legislative Council—the Hon. Mr. Chow Shou-son and the Hon. Mr. Ng Hon-ter—were present, but they took no active part in the meeting.

A HINT FROM THE OPPOSITION.

A hint of possible strong opposition to the merchants was expressed in the opening stages of the meeting when a question of procedure was raised. A member suggested that, as it was not a Tung Wah Hospital meeting, but a meeting of the *kuifong*, the meeting should appoint its own chairman. To this the Chairman replied that it was only a meeting for discussion and the expression of opinions. It had invariably been the practice of the Tung Wah Hospital to appoint its own chairman for meetings.

The matter was not carried further, and Mr. Lo Chung Kui continued to occupy the chair. Then followed impassioned harangues by ardent supporters of the Bill. Speaker followed speaker and they denounced the evils of the *mui-tsui* system in vigorous language. These speeches were punctuated with frequent applause which nearly always started from amongst the formidable section, representing the Seamen's Union. Of nearly 20 speakers, who addressed the meeting, only three opposed the Bill, and two of these were not exactly against the Bill but suggested that it should be deferred for some years.

The speakers in favour of the measure were drawn from all sections. Members of the Chinese Y.M.C.A. spoke. A lady, named Mrs. Ma Ying Pui, representing the Y.W.C.A. fiercely denounced the *mui-tsui* system and her speech was received with much applause. The Bill, she remarked, would wash out a very shameful old custom. Women, she added, were mostly to be blamed. They did most of the buying and selling of *mui-tsui* and were responsible for their ill-treatment.

(Continued on next column.)

Admiral Sir Arthur Leveson, enquired his colleague the proud task with which he had been entrusted—that of taking round the world 400 cadets, who would be the Japanese Naval officers of the future. He endorsed all that Admiral Taniguchi had said as to the importance of Anglo-Japanese friendship, which had been so strikingly manifested in the recent world war. Statesmen and diplomats and people of that sort might draw up treaties, but it was the feeling of mutual respect, standing, and this was in large measure supplied by the Nippon. (Applause.)

H.E. the Governor expressed his pleasure at the visit and said that while in Ceylon, and elsewhere he had had frequent opportunities of meeting the officers of the Japanese Navy and never had he known of a single case of misconduct among them on any of their visits. To be able to say that was a high compliment to them. (Applause.)

The gathering shortly afterwards dispersed.

A "MUI-TSUI" STORY.

Most of the speakers cited instances of the ill-treatment to which *mui-tsui* were subjected. For the most part they were such as are reported from time to time in cases which come into the police court, but there was one story which was singular. It was a personal incident. The speaker in his younger days had been a poor man. His wife was then in delicate health. To care for her, and to provide her with proper medical treatment he was forced to sell his daughter for the sum of \$100 and he signed the so-called "presentation card." Directly the bargain had been completed both he and his wife repented their action. His wife's health became worse and finally in desperation he took the \$100 back to the buyer of the *mui-tsui* and asked for her return. His request was refused. He consulted a lawyer (it is not clearly indicated whether it was local lawyer) who informed him that as he had signed this "presentation card" nothing further could be done. Fearing that nothing but evil could come from using this money, he finally threw it into the sea. From that day his wife's health improved and prosperity attended the family. He was now in a position to wear European clothes.

Mr. M. K. Lo pointed out that there was nothing objectionable in the Bill, which he explained to the gathering in detail. The only part to which any objection could be raised was Part III, which would not become law until such time as the Governor in Council made an order. This part of the Bill could be discussed by the public after the rest of the Bill had been passed. There would be plenty of time to do that later.

A speaker, wearing a badge of the Chinese Y.M.C.A., said people said the *mui-tsui* system was the outcome of poverty. The poor people could not be blamed for that; the people who were to be blamed were the rich, who condoned the evil by buying girls. If these rich people had developed industries with their riches instead of selfishly hoarding them they would probably never have heard of the system. The speaker's remarks were greeted with much applause.

UPROAR STARTS.

The commencement of the uproar arose over a point of order. A speaker—one of the three who spoke against the Bill—asked why everything was being done for the women and nothing for the men. There was slavery amongst the men. Coolies were being sold daily to work in countries abroad.

A number of members arose and appealed to the Chairman to rule the speaker's remarks out of order, they were not confined to the subject under discussion. The speaker, however, attempted to carry on, but the interruptions were so many that he was eventually compelled to sit down.

At this stage the meeting had assumed an attitude of impatience. There were cries of "vote" and much stamping of feet. Two or three of the Bill's supporters commenced excitedly to address the Chairman, all at the same time. Fearing that the meeting was getting out of hand, the Chairman announced that there would be no further discussion and he declared the meeting closed by ringing a bell.

PANDEMONIUM.

What followed is difficult to describe. Pandemonium reigned. One could not hear one's own voice. The noise was deafening and there was a decidedly angry tone about it. Several people were seen to quietly leave the meeting. There were angry demands for a vote to be taken, and the crowd, now standing on its feet, began to press in towards the long table at which the chairman and his supporters sat.

The Chairman attempted to speak, but his voice was not heard in the uproar.

Mr. M. K. Lo rose to his feet and, eventually succeeded in getting a hearing. He asked the permission of the Chairman for the use of the hall for a few moments. He pointed out the irregularity of closing the meeting without ascertaining by a vote the feeling of the meeting on the subject under discussion. He suggested, seeing that the Chairman had declared the meeting closed, that the meeting should elect another Chairman and proceed to take a vote.

This suggestion was greeted with much applause, and the Chairman, after some hesitation, re-opened the meeting and called for a vote.

The show of hands was overwhelming in favour of the Bill.

The crowd then dispersed without further incident of note except the jeering at the Directors by noisy elements in the crowd.

THE ANNUAL POLICE SHOOT. INSPECTOR McNAB-WILSON'S BIG SCORE.

Some remarkably fine shooting by Inspector McNab Wilson of the Hongkong Police Force has been witnessed at the annual police shoot, which is now drawing to a conclusion. Shooting on the Kowloon City rifle range, Inspector Wilson has scored 191 points out of a possible 200. He is some 40 points ahead of Traffic Sergeant Smith, the present runner-up in the competition.

In the 100 yards grouping competition, Inspector Wilson, shooting yesterday morning under very favourable conditions, scored 25 points out of a possible 25. His marksmanship has been subject of much comment in police circles and his score this year is believed to be the highest for many years past.

A decided point in Inspector Wilson's favour is that the rifle range is situated in the district which comes under his charge and he has therefore better opportunities of practising than his colleagues.

SPECIAL OFFER



CANNED FRUIT.

From JANUARY 8th till JANUARY 31st.

APRICOTS. No. 2½ size tins per doz. 9.00
PEARS " " " 10.20
PEACHES " " " 9.00

THESE PRICES ARE

LESS

15%

DISCOUNT.

LANE, CRAWFORD, LTD.

**NEW ENGLISH
SONG RECORDS**

3185 MY SHEINE OLD CHURCH BELLS	EDGAR COYLE
3146 MATE O' MINE (SINCE YOU HAVE SMILED)	HAROLD WILLIAMS
3201 EILEEN ALANNAH	CLARA BOTT
3168 BEAUTIFUL GREECE ("PHI PHI") (ANOTHER ONE GONE ("PHI PHI"))	HARRY GLEN
3144 PEOPLE THAT WALKED IN DARKNESS (THE TRUMPET SHALL SOUND)	NORMAN ALLAN

AT
ANDERSON'S.

Powell

TELEPHONE C. 3146

GENTLEMEN'S
TAILORS and BREECHES
MAKERS.

Have a Smart Selection of
**SUITINGS and
OVERCOATINGS**

in Medium and Heavy Weight
Cloths suitable for Present Wear
and invite Your Inspection.

Wm POWELL Ltd
Hongkong Road, Canton.

NEW ADVERTISEMENTS

ANTI MUI TSAI SOCIETY.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Society will be held at the CHINESE Y.M.C.A. TO-DAY, at 2 P.M., to pass a Resolution in support of the MUI TSAI ABOLITION BILL. Members are urged to attend this Meeting.

ANTI MUI TSAI SOCIETY.
[206]

NOTICE.

NOTICE IS HEREBY GIVEN that ANTONIO H. BASTO, a Director of the above Society, has been admitted as a Partner in our Firm. AND NOTICE IS FURTHER GIVEN that as from this date our Firm Name will be HAVEN & BASTO.

HAVEN & BASTO.
Oriental Commercial Bank Buildings.
Hongkong, January 10th, 1923. [214]

NOTICE.

CUSTOMERS and Others concerned are notified that from 1st JANUARY, 1923, Mr. J. E. OLLERTON took over the Management of the INTERNATIONAL TRADE DEVELOPERS, Ltd., for Hongkong and South China with Power of Attorney to sign as such. No other person except as authorised by Mr. J. E. OLLERTON is empowered to act for the INTERNATIONAL TRADE DEVELOPERS, Ltd.

INTERNATIONAL TRADE DEVELOPERS, LTD.
H. H. KENYON,
Manager for China & P.I.
[213]

G. R.

WANTED.

CHINESE ASSISTANT MASTERS able to teach the usual English Subjects. Candidates should apply in writing to the Director of Education giving full particulars of qualifications and experience. [213]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
OHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th January. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th Jan. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 30th Jan., or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th January, 1923. [207]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE & BOMBAY.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Steamer "NAGPORE" will be despatched from this port at 4 P.M. on SATURDAY, the 13th JANUARY, taking Cargo for the above Ports. Bills and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London. Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to MACKINNON, MACKENZIE & CO., Agents.
[194]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situate No. 13, WING HING STREET, VICTORIA, HONGKONG, To be Sold by Order of the Mortgagee.

PUBLIC AUCTION.

IN ONE LOT

On TUESDAY

The 30th DAY OF JAN., 1923, at 8 O'CLOCK P.M. By Messrs. LAMBERT BROTHERS, Auctioneers.

THE Property consists of First ALL LEASEHOLD piece of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a covering lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Chinese Leasehold Ordinance together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. LAMBERT BROTHERS, Auctioneers, 6, Des Voeux Road Central.

Messrs. LAMBERT BROTHERS, Auctioneers.
[190]

INTIMATIONS

NOTICE.

WE have this Day authorised Mr. LEONARD VICTOR LANE to sign our Firm per presentation.

ARRHOLD BROTHERS & CO., LTD.
Hongkong, January 3rd, 1923. [203]

NOTICE.

HONGKONG PRINTING PRESS (PRINTING DEPARTMENT).

YE OLDE PRINTERIE LIMITED have this day purchased all the Rights and Privileges of the PRINTING DEPARTMENT of the HONGKONG PRINTING PRESS, 19, Wyndham Street, Hongkong. V. C. LABRUM, Manager.
January 1st, 1923. Tel. C. 473. [185]

DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, E.C.

NOTICE.

THE FORTY-SEVENTH ANNUAL MEETING is postponed until THURSDAY, JANUARY 11th, 1923, at 2.15 P.M., when the District Grand Master, Rt. Wor. Bro. P. H. HOLYOAK will preside. All Master Masons are cordially invited to attend.

EVENING DRESS. Service Men may attend in Uniform. BY COMMAND.

[185]

DOG & POULTRY SHOW.

A Meeting of those interested in promoting a Dog, Cat, Poultry & Cage Bird Show will be held on FRIDAY NEXT (January 12th), at 5.15 P.M. in the Supreme Court, by kind permission of His Honour Sir WILLIAM REES DAVIES, Kt., who has also kindly consented to preside. Will any Lady or Gentleman competent to judge in any of the above Classes kindly send their names to me before the date of the Meeting. B. L. FROST.
[179] c/o The E. Ex. Telegraph Co.

DOCKYARD RECREATION CLUB.

THE ANNUAL BALL will be held in the City Hall on FRIDAY, 19th JANUARY, at 9 P.M. Tickets can be obtained from H. W. SANDFORD, Hon. Secretary.
[194]

NOTICE.

THE HONGKONG AND CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, 25th day of JANUARY, 1923, at NOON for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1922. The Transfer Books of the Company will be CLOSED from 11th to 25th January, 1923, both days inclusive.

By Order, THE DAIRY FARM ICE & COLD STORAGE CO. LTD. General Managers (Sgls.) J. D. THOMSON, Acting Secretary.
Hongkong, 8th January, 1923. [193]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, 26th JANUARY, 1923, at 11.45 O'CLOCK A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The REGISTER OF SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered. By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary to the General Managers.
Hongkong, 9th January, 1923. [202]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, 26th JANUARY, 1923, at 12 O'CLOCK NOON for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The REGISTER OF SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered. By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary to the General Managers.
Hongkong, 8th January, 1923. [201]

START THE NEW YEAR WELL!

Join the ranks of Hongkong's Discriminating Smokers, by securing your Supplies at the

HONGKONG CIGAR STORE, ALEXANDRA BUILDINGS.

[Everything for the smoker.] [23]

INTIMATIONS

THE HONGKONG JOCKEY CLUB. ANNUAL RACE MEETING, 1923.

ENTRIES for the forthcoming Races close on SATURDAY, 17th inst., at 3 P.M., and must be sent to the JOCKEY CLUB, Room 2A, Chester Road, on or before this date. Entry Forms are now ready and can be had at the JOCKEY CLUB STABLES, JOCKEY CLUB, Room (Hongkong Club Annex, Chester Road), Race Course, HONGKONG CLUB and LINTHAIN DAVIS, Alexandra Buildings. [137]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6, Queen's Road Central. Apply GANDE PRICE & CO., LTD. [200]

TO LET.

FURNISHED from April next, No. 144A, Barker Road, Peak, Eight Rooms. Also a Furnished Six-roomed House at Deep Water Bay near the Golf Links. Apply to DENISON, RAM & GIBBS. [199]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD. [169]

TO LET.

FURNISHED, for One Year or Eighteen Months, from 1st April, 1923. "BERWICK LAW," No. 155, Peak, 5-roomed Bungalow with Tennis Court and Garden on Motor Road at Magazine Gap. Apply LINTHAIN & DAVIS, Alexandra Buildings. [179]

TO LET.

ONE Large OFFICE ROOM in POWELL'S BUILDING. Apply LANE, CRAWFORD, LTD. [1994]

TO LET.

FROM 1st June—Eight and Four Room HOUSES. Apply P. O. Box 259 [160]

HOUSES FOR SALE AT THE PEAK NEAR MOORE ROAD

FOR SALE, either together (suitable for a Mess), or separately, with early possession, Nos. 2 and 3, STURGEON TERRACE, PEAK. Apply to H. E. POLLOCK, Prince's Building. [1936]

DAIRY FARM NEWS.

ICE CREAM.

WE hereby beg to remind our numerous Customers that their Orders for ICE CREAM must be placed 24 hours before delivery is required. [1963]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID & STRAITS.

THE S.S. "GLENBANDA"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 15th Jan., 1923, at 4 P.M., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 15th Jan., 1923, at 10 A.M. Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 9th January, 1923. [196]

THE CORONET.

THURSDAY, FRIDAY, SATURDAY.

HOMESPUN FOLKS.

THE BELL HOP.

KOWLOON THEATRE.

THURSDAY, FRIDAY, SATURDAY.

THE SIN OF

MARTHA QUVED.

INTIMATION

Burnett's

celebrated

London

Dry Gin

Unique in Character and Flavour.

Quality Unequalled.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

Blends Excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE CENTRAL 616.

BIRTH.

NOLAN—At Macao, on January 9th, to Dr. and Mrs. LUI NOLAN, a son. [211]

MARRIAGE.

JOSEPH—ABELSON.—On January 10th, at the West London Synagogue, Upper Berkeley Street, W1, FELIX ALEXANDER JOSEPH, Hongkong, to GLADYS ESTHER, eldest daughter of Mr. and Mrs. Seymour ABELSON, Willesden, London. (By cable). [210]

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 11TH, 1923.

CHINA'S LATENT STRENGTH

There has been a lot of speech making in London recently on affairs in China at gatherings to bid farewell to the new British Minister, Sir RONALD MACLEAY. There are three Associations in London connected with China—the China Association, the China Society and the Anglo-Chinese Friendship Society. Each of them entertained Sir RONALD MACLEAY, and we can sympathise with the pleasure recently put forward by Sir JOHN JORDAN, who is a member of all three, that they should be amalgamated, since the aims of each are very similar. Although the speeches made at each of these gatherings have been very interesting, what is distinctly the most noteworthy of all the speeches made at these farewell gatherings is one by Sir CHARLES ADDIS at a dinner given in the Minister's honour by the British Group of the China Consortium.

We have been hearing a good deal in recent months in China about the inevitable intervention of the Foreign Powers and some of the comments we have seen on the subject have suggested a suspicion that it is the object of the Consortium in bringing this about. Nothing can be further from the truth. "International control, separate or collective," said Sir CHARLES ADDIS, "must, in our opinion, be ineffective unless it is supported by foreign forces, and in China force is no remedy. Foreign control at any rate at the present stage, is unequalled for and unnecessary." Sir CHARLES ADDIS, as his speeches showed when he was in the East

last summer, is no pessimist regarding China, and in the speech in London to which we are alluding we find him saying that though the situation in China is critical, it would be an exaggeration to describe it as desperate. "We must be patient. The self-protective elements, stronger in China than, perhaps, anywhere else, may, I believe, be trusted to evoke order out of chaos and, in time, to produce a body of men who can govern. China must work out her own salvation. If she cannot govern herself, no foreign power or combination of powers can do it for her. All that an international Consortium can do is to stand by, ready to assist, with expert advice and financial assistance, the restoration of order and progress in China. But first there must be some evidence of the will to reform. The postulate is a national sentiment. Until the rival factions of China have composed their differences and present at least the nucleus of an agreed Government, the Consortium is convinced that, in spite of repeated appeals to do something, it may still be the part of wisdom to do nothing."

Meanwhile, Sir CHARLES points to the fact that throughout these troubled years the trade of the country has continued to expand. "Taxation is light. Labour is plentiful. There is a vast unexploited wealth of minerals and raw materials, and a wide fiscal area, of which the tax collector has, as yet, merely skimmed the surface, sufficient to furnish ample security for all the foreign finance required to reorganise the Chinese State and to develop its unbounded natural resources. More important than all these, a still more valuable asset remains in the sobriety, industry and essential integrity of the Chinese people. Governments may come, and Governments may go, without in our experience impairing the validity of any properly executed foreign contract." And Sir CHARLES ADDIS added: "I am in a position to state that of the many secured loans—and it is folly to engage in any other—which we have negotiated with China there is not one, so far as we are concerned, of which either interest or capital payments is in arrear to-day." So long as that can be said there will be no lack of confidence in the ultimate salvation of China. Events which are at present taking place in South China, however, show that the reunification of China is not yet in sight, and it may well be, as Sir CHARLES ADDIS remarked towards the end of his address, that the present anomalous situation in China "points to the adoption of a federal system in which local engagements might be made with an autonomous province or group of autonomous provinces without infringing the sovereign rights of the Central Government." An attempt was made to give effect to this idea by the Canton Government recently by negotiating a municipal loan, but though the agreement was signed—not with the Consortium, but with an independent financial syndicate, no money has been forthcoming yet, and probably in view of the attempt which is being made to oust the present Government of the province, the syndicate may consider itself fortunate that its intention to send four millions sterling to Canton has not yet been fulfilled. The time has not yet arrived when financiers can safely lend money to provinces which claim to be autonomous.

Mr. J. E. Ollerton has taken over the management of the International Trade Developer, Ltd., for Hongkong and South China. It is announced that Mr. Antonio H. Basto has been admitted a Partner in the firm of Haven and Basto, architects, and that the firm name in future will be Haven and Basto. A Chinese couple, on Tuesday, whilst working cargo on board the s.s. *President Grant*, accidentally fell into the hold. He died shortly after admission to the Kwong Wah Hospital. The return of notifiable diseases in the Colony for the 24 hours ended January 9th shows one Chinese and one Portuguese case of diphtheria, and one Chinese case of cerebro-spinal fever. The lecture, which was to have been given by the Rev. J. Kirk Macdonald to the Reading Circle at the Helena May Institute to-day (Thursday), has been postponed till Thursday, the 8th March. The reading of Galsworthy's "Justice" will be continued to-day. In connection with the Universal Week of Prayer, being observed by all the Christian Bodies throughout the world, a meeting is being held this evening at 8 o'clock, in St. Andrew's Church, Hall, Kowloon. Members from the different local Churches will take part. Adv.

The Anti-Mui Tsai Society are holding a meeting to-day in support of the Bill to abolish the mui-tsai system in the Colony.

Surgeon-Commander W. P. Hingston has been selected for the appointment of medical officer at the naval sick quarters, Yokohama, and will be borne on the strength of the *Tamari*, depot ship at Hongkong, whilst so employed. Surgeon-Commander Hingston had much professional experience during the late war.

Mr. Charles Colin Macrae, a Director of the British and Chinese Corporation, and also of the Chinese Central Railway Company, died, on November 29th, at Bournemouth, aged 79. Sir Charles Addis was present at the funeral to represent the British and Chinese Corporation, as well as Mr. E. Morris, secretary of the Corporation.

The case in which a man described himself "as a little silly" as an excuse for having stabbed a man in the back, was called yesterday and the man was sent to prison for six months by Mr. Lindell. When the case was first mentioned the Magistrate ordered the man to be placed under medical observation. The Doctor pronounced him to be quite sane.

Very general congratulations, a London paper says, have been extended to Sir Alexander Hosie, M.A., LL.D., of Sandown, Isle of Wight, formerly Commercial Attaché to the British Legation in China, at the wonderful recovery he has made following the amputation of his right foot. For one in his 70th year, the operation was serious, but for some little time Sir Alexander has been out and about in a bath-chair, and he is hopeful that in the near future he will be able to discard this vehicle.

Admiral Sims, of the United States Navy, is keeping up his reputation as a humorist, says a London contemporary. One of his stories to an audience in Canada relates to a handsome lady who ran an hotel in China. Some visitors who had been well looked after, thanked her on departure, particularly for the attentive services of a certain China boy, "China boy nothing," she replied. "That's my husband." They expressed surprise that so handsome a woman should marry a Chinaman. "That's nothing," said she; "I have a sister twice as good looking as I, and she married a Scotsman."

The command of the *Titanic*, the depot ship for the submarine flotilla at Hongkong, is about to change hands. Capt. Charles C. Brodie having been appointed to that ship from February next, and to the command of the submarine flotilla from date of joining. Captain Brodie has been in the senior service since January, 1900. He specialised early in his career as a submarine officer, was promoted Lieutenant in 1904, commander in 1915, and was in command of a flotilla of submarines at Gibraltar when the Great War opened. He was promoted captain last year, and has been latterly doing duty with the Torpedo Division staff at the Admiralty.

CORRESPONDENCE.

THE SALUTING FARCE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir—When will we see the end of this saluting farce? Hardly a day passes without the peaceful inhabitants of this great port being subjected to violent blasts from ships of war. Why not a few flags? If the army habit must continue, why not be reasonable and establish a saluting base somewhere out by Lyngmoot? Thanking you for the favour of insertion.—Yours, etc.,

Hongkong, January 9th, 1923.

EXCESSIVE CHASTISEMENT OF A MUI TSAI.

A MISTRESS FINED.

At the present time when the proposed legislation for the abolition of the mui-tsai system is being discussed a case at the Magistracy yesterday, is of topical interest.

A Chinese lady named Ma Lum See, formerly a well-known actress, was charged with cruelty to a mui-tsai. Mr. M. K. Lo appeared for the defendant and explained to the Magistrate that the defendant had not appeared in Court as she was very much worried over the summons and was suffering from hysteria. If his Worship required it, he could produce medical evidence to corroborate this.

The solicitor then went on to say that from the girl's own statement made to the Secretary for Chinese Affairs and to the Police, she had been beaten only twice in six months. The doctor's report showed that she was well-fed and well-looking after. He had seen Mr. Ferdie (Assistant Director of Criminal Intelligence) and neither he nor the Secretary for Chinese Affairs wished to press the case. The only point was that the last beating had been a little severe, or in other words it was more than an ordinary chastisement, and if the Police were willing to accept a fine, he would then put in a plea of guilty. Inspector John Grant's remarks bore out what Mr. Lo had said. The Magistrate (Mr. Lindell) imposed a fine of \$50.

CABLES.

LATEST CABLES.

(THROUGH ROUTE'S AGENCY.)

GLOOMY INTERNATIONAL SKY.

WAR PREPARATIONS IN EAST AND WEST EUROPE.

LONDON, January 9th.

The situation, but for the strong anti-war spirit dominating the masses is that all the peoples of Europe are rumbling. Scores of French troop trains are en route for the Ruhr, in West Europe, and the active Turco-Greek military preparations in East Europe, particularly on the West Thracian border, might be interpreted as most ominous. Fortunately, the latest news from Lausanne augurs a more favourable chance of success for the conference, and the averting of the renewal of hostilities in the Near East.

What will be the consequence of the French occupation of a further slice of industrial and fertile Germany, which is apparently timed for the coming night, cannot be foretold, but keen apprehensions regarding its economic and political consequences are expressed in this morning's newspapers, while it is reported from Berlin that the German Government has decided to pronounce the occupation of the Ruhr, a breach of the Versailles Treaty, releasing Germany from further obligations.

PARIS, January 9th.

Two Belgian Divisions were entraining this morning for the Ruhr, in order to support the French force.

The *Daily Express*, alone among leading morning newspapers, advocates the withdrawal of British troops from the Rhine.

The British Cabinet meets to-day to decide its course, following yesterday's official notification of the French plans.

There has been considerable discussion regarding the possibility of some member of the council of the League of Nations, which meets in Paris this month, drawing attention to the latest phase of Franco-German relations, with a view to mediation by the League of Nations. There is no question of Germany offering any armed resistance, but it is widely felt that France is evoking great future dangers, apart from the threatened immediate economic dislocation.

Considerable hopes still centre in the United States, where the propitious commencement of the Anglo-American debt negotiations, which are opening a prospect for the attainment of mutually satisfactory repayment arrangements, is hailed as a gleam of light in the present gloomy international sky.

SIGNIFICANT STATEMENT BY U.S. OBSERVER.

LATIN.

At the Reparations Commission, in a significant pronouncement, Mr. Boyden, the United States Observer, said that he considered it was a technical, juridical and voluntary default, but he attributed the failure of Germany to completely fulfil her requirements largely to the Treaty itself, which he thought was impossible of fulfilment. He concluded by urging an equitable readjustment of Germany's obligations.

EARLIER CABLES.

GERMAN DEFAULT DECLARED BRITISH REPRESENTATIVE VOTES AGAINST DECISION.

PARIS, January 9th.

The Reparations Commission has declared Germany's default in respect of the coal deliveries by three votes to one. Sir John Bradbury was the minority vote.

The German experts first spoke, declaring that the German Government did not consider it indispensable to execute the coal deliveries according to the exact percentage established, in view of the suggestion by the Reparations Commission last March that any deficits in the supplies of timber should be made up by cash payments. The Germans then withdrew. Sir John Bradbury said he did not vote in favour of proclaiming a default for reasons of general policy and because he was of opinion that in a problem of secondary importance like this a decision involving grave consequences should not be taken.

REPORTED ACTIVITY OF FRENCH TROOPS.

BERLIN, January 9th.

Messages from German sources report considerable movements of French troops towards the Ruhr. Thirty-eight trains have been signalled from Mainz bound thither and have entered intermediate stations. The staffs of several French regiments have arrived at Duisburg, where the troops are expected to-day. Heavy artillery and sappers are reported to have arrived from the neighbourhood of Neuss.

AMSTERDAM, January 9th.

A message from Berlin says the newspapers state the French will occupy Essen on Thursday morning. A Mayence telegram says Moroccan troops are passing through, and a portion of the troops at Wiesbaden are on the march. The troops will occupy the railway stations in the territory held by the French.

COLOGNE, January 9th.

French reinforcements have moved into the Duesseldorf area, which has been a French occupied area since the abortive expedition imposed in April, 1921. The schools, garages, and public buildings have been requisitioned.

The troops in the British zone are doing ordinary police duty, guarding against possible sabotage. The Germans are apprehensive that the French will re-occupy Frankfurt, where a control post has been erected.

(Continued at foot of next column.)

LATEST CABLES.

ANOTHER DUTCH LOAN.

PORTION TO BE OFFERED IN LONDON.

LONDON, January 9th.

It stated by well informed quarters in Amsterdam that the Dutch East Indies six per cent. £5,000,000 loan will shortly be issued at about ninety-eight. It is apparently intended to offer at any rate a portion in London early next week.

The foregoing is quite distinct from the State Loan of eighty million florins, mentioned in a cable message dated January 4th, which is being issued in Holland to-day.

LATE.

It is reported that the East Indies Loan will be divided between Great Britain and the United States.

STRIKE IN INDIA.

STEVEDORES AND DOCK COOLIES OUT.

CALCUTTA, January 9th.

A partial strike of stevedores and dock coolies has begun. A general lockout is threatened.

OPIUM TRAFFIC CONTROL.

AN INVITATION TO TURKEY.

GENEVA, January 9th.

It is understood that to-day's sitting of the Opium Committee of the League of Nations has decided to ask the Turkish delegation at Lausanne whether Turkey is prepared to insert the opium convention in the peace treaty now under negotiation.

ANGLO-PERSIAN OIL SUBSCRIPTIONS INVITED.

LONDON, January 9th.

Subscriptions are invited for the Anglo-Persian issue mentioned on January 3rd.

EUROPE'S GREATEST PORT.

LONDON, January 9th.

Hamburg in 1923 outstripped Antwerp and Rotterdam as the greatest port on the Continent, 10,538 vessels entering with a total of 13,000,000 tons. Antwerp comes second, but all three are still a little behind 1913.

HOME BANKRUPTCIES.

LONDON, January 9th.

There were 4,806 bankruptcies in England and Wales last year, as against 3,495 in 1921.

OBITUARY.

MR. CYRIL GULL.

LONDON, January 9th.

The death is announced of Mr. Cyril A. W. R. Gull, author and journalist.

GERMAN PRESS URGES NATIONAL STRIKES.

LONDON, January 9th.

Passionate feeling is sweeping over Germany in consequence of the threatened French measures in the Ruhr and elsewhere. Drastic counter-action is proposed. A Berlin message says the Essen Chamber of Commerce has passed a resolution declaring the enforcement of these measures will relieve Germany of her obligations under the Peace Treaty. *Die Welt*, a Berlin paper, besides urging a similar attitude, says that German officials should refuse to work with the French; the railways should refuse to transport the French or nationals of the States supporting France, and recalls a similar order by General Gneisenau in 1813 when the French invaded Germany.

A message from Mayence says General Degoutte and his headquarters will leave for Duesseldorf to-morrow, whether a number of Belgian and Italian engineers have gone.

COMMUNISTS CONFER ON THE SITUATION.

PARIS, January 9th.

Le Matin and *Le Journal* report that the French labour extremists, including Marcel Cachin, are now at Essen conferring with the German and Russian Communists on the situation which will arise from the occupation of the Ruhr. The Belgian and French authorities are taking steps to prevent Cachin making any speeches on the subject.

Owing to "the desire to maintain a correct attitude," the French Ambassador has acquainted the Foreign Office with the steps France intends to take in order to secure the pledge.

"THE BREAD OF THE WORKERS" THREATENED.

BERLIN, January 9th.

In a manifesto to the population of the Ruhr, President Ebert enjoins on them a calm attitude, notwithstanding the use of force against a defenceless nation, a policy which has violated treaties and trampled on the rights of humanity, and now threatens the very district of German economic life, representing the bread of the workers. He declares that execution of the Peace Treaty has thus become impossible, and concludes by stating that Germany is ready to fulfil the obligations within her power, but is being attacked without being heard. He now lays this act of force before the forum of Europe and the whole world.

FAR EASTERN CABLE NEWS.

(BY COURTESY OF "DAILY BULLETIN")

RED PROPAGANDA IN MONGOLIA.

PEKING, January 9th.

The Eastern Mongolia Princes, under the leadership of Chi Moh Teh, of the Chelimu tribe, recently circularised the Provinces of China, basing their telegram upon the decisions of the Mongol Conference at Changchun on December 25th, denouncing the Red propaganda and protesting against an alleged attempt by China to bring Mongolia under the Chinese provincial system.

On receipt of the circular, Prince Na Tin To, Pacification Commissioner, interviewed President Li Yuan Hung, to whom he suggested that Prince Pata Hark Chi, of the Pintu tribe, should proceed home and explain the Central Government's policy.

Prince Pata Hark Chi proceeded to Mongolia two days ago.

REUNIFICATION.

SUN YAT SEN'S REPRESENTATIVE AT PEKING.

PEKING, January 9th.

Niu Yung Chen, representing Sun Yat Sen, Tsao Pei Chi, representing Tang Chi Yao, and Li Chao Ku, representing Tsen Chun Huan, have arrived with the object of paving the way for reunification. They are to interview President Li Yuan Hung this morning, and Premier Chang Shou Tseng to-morrow.

DR. WANG'S RESIGNATION.

PEKING, January 9th.

Dr. C. T. Wang has decided to hand in a second note of resignation without waiting for a reply from the President to his first note.

POLITICAL RESEARCH COMMITTEE.

PEKING, January 9th.

Wang Chung Hual, Chairman of the Political Research Committee, is reported to have resigned.

The Government may appoint the unsuccessful candidate for the Speakership in the Senate.

WAICHAOPU SECRETARY.

PEKING, January 9th.

The Waichaopu has appointed Chu Tse Chun as Secretary.

TSAO KUN CONGRATULATES PREMIER.

PEKING, January 9th.

Tsao Kun has telegraphed his congratulations to Chang Shou Tseng on the assumption of the Premiership.

VICE-MINISTER OF COMMUNICATIONS RESIGNS.

PEKING, January 9th.

Lao Chi Chang, Vice Minister of Communications, resigned on the 5th inst.

EARLIER CABLES.

HUGE RENT STRIKE IN SCOTLAND.

LONDON, January 9th.

The failure of a number of Scottish houseowners to give their tenants formal notice to quit before increasing their rent under the war-time Rent Restrictions Act, which is due to expire in June, has resulted in an extraordinary situation at Glasgow and the Clyde.

The House of Lords in November decided that such increases are illegal, and at least 20,000 householders in Glasgow, mostly of the working-class, are now refusing to pay rent. The landlords are consequently not paying rates, with the result that local government is disorganised. The landlords in Glasgow stand to lose £1,250,000 if the decision is not altered.

The movement is spreading to London, where forty working class tenants at Paddington are indulging in a rent strike. Even defenders of the tenants' rights oppose the movement and condemn a pronouncement by Mr. Ramsay MacDonald supporting the strikers.

EXCHANGE QUOTATIONS.

LONDON, January 9th.

The exchange market is most unsettled. French francs closed at 69.50, and Belgian at 75.25. The lire is quoted at 92.35. German marks are at 48.250. Sterling in New York is 4.69-3-8.

SALT PORK IN NAVY.

TINNED MEAT SUBSTITUTE FOR TORMIN STATIONS.

In recent Admiralty Fleet Orders, it is stated that it having been represented that salt pork is not appreciated as a ration on certain foreign stations, and that its issue to his Majesty's ships in the tropics is undesirable for dietary reasons, meat and vegetable rations are to be substituted.

It is notified that arrangements are being made for 1,000 lb. tins of meat and vegetable ration (now used in the submarine service as an extra issue) to be sent to the victualling yards at Hongkong, Bombay, the Cape, and Burmah, and 2,000 lb. tins to Malta. The new ration will be for supply on demand to ships on the stations named, to be issued for trial alternately with preserved meat, etc., as a substitute for salt pork, where fresh meat is not available. The issue of salt pork has been discontinued in his Majesty's ships on the West Coast of Africa.

MR. ORE'S PIANOFORTE RECITAL.

ASSISTED BY MR. RICE AND MR. BOWES-SMITH.

[BY "SYMPHONIA"]

It is not often that we are fortunate enough to listen to three pianists of the calibre of Ore, Rice and Bowes-Smith at one concert. Their names alone are surely a sufficient indication of the high standard that must result from their presence and co-operation on any concert platform, yet one could not fail to be struck by the lamentably small gathering that availed itself of the rare opportunity which was offered on Tuesday afternoon at the Cathedral Hall.

This is not the place to suggest or seek reasons to account for the small audience. Suffice it to say, that it was not due to any lack of advertising.

Mr. Ore opened the concert with Bach's Chaconne in D-minor—a work originally written for violin and included in the "Six Sonatas for Violin" which has been transcribed by F. Busoni for pianoforte.

There can be no question that it is not an easy matter to play Bach in such a way as will keep audiences interested throughout, but Mr. Ore has undoubtedly a special intellectual sympathy with J.S.B., for his was a singularly expressive and well-balanced performance—serious, but not unduly severe, and without that hard, dry tone which a great many pianists think it necessary to adopt in playing Bach.

In the following item we heard Mr. Rice and Mr. Ore in Schumann's Andante with Variations and Arensky's Polonaise from Suite, op. 15—both works for two pianos. The Schumann was easily the better of the two. Mr. Rice was in splendid form, and his playing throughout was most convincing; he is a pianist of great musical intelligence as well as sound technical attainments. Now and then, perhaps, we caught a glimpse of a little over-enthusiastic pedalling which resulted in the parts becoming obscured. It is a fault which is so very easily made unintentionally and for this reason it is well worth keeping in mind.

From Arensky Mr. Ore transplanted us back some 200 years to the age of stately courtiers, and we were able to revel in the beautiful strains of Rameau's "Rigodon de Dardanus." Mr. Ore then took us forward again and gave us Saint-Saens' "Bourree" for left hand only, which he played very brilliantly. Of Chaminade's "Les Sylphides" little can be said beyond the fact that it is a great deal better than some of Chaminade's works which we frequently hear from the rather "sugary" strains of "Les Sylphides" we were suddenly brought to the realm of modernism by the strident effect of the major 7th chord followed by the chord of the eleventh on D in the opening bars of Ravel's "Rigodon" from "Le tombeau de Couperin." No one who knows Ravel's works well could fail to notice the striking similarity in form which the middle movement bears to his famous "Pavane." Mr. Ore was at his best throughout this work. The French composer's works were brought to a finish with a performance of Debussy's "The Snow is Dancing." Although this is supposed to represent snow-flakes eddying through a windy sky there is nothing, of course, to indicate the size of the flakes. We must say that under Mr. Ore's treatment, it seemed to suggest over-ripe chestnuts falling from a large tree. His execution in places was a little rough.

The concert was brought to a close with a brilliant performance of Liszt's Concerto No. 1 in E-flat major, played by Mr. Ore with the orchestral accompaniment provided at the second piano by Mr. Aubrey Bowes-Smith. Mr. Bowes-Smith's playing was delightful, and made us feel very sorry that we could not have heard more from him. He has fine technique and he brought out the tonal qualities of his instrument with great effect. He was as sure of himself in the midst of the most trying technical passages as he was in the simpler melodic figures. It is needless to add that Mr. Ore was a tower of strength, skill and musicianship at his instrument, and both he and Mr. Bowes-Smith are to be heartily congratulated on a most brilliant performance.

It is a sad blow to Hongkong musical circles that Mr. and Mrs. Bowes-Smith will be leaving us for Shanghai in February; what these two sincere musicians have done for the advancement of good music in Hongkong is something for them to be proud of.

The effect of the concert as a whole must inevitably be to consolidate with the audience the reputation of Ore, Rice and Bowes-Smith—a combination of which Hongkong should be justly proud. It is much to be hoped that Mr. Ore's 3rd Recital (Cathedral Hall, 6th March) will find a more crowded condition of those portions of the Hall which are generally held to be the barometer of public interest.

SALE OF SILVER.

In the House of Commons recently Mr. Wise (Ulster) asked the Chancellor of the Exchequer if he would state the amount of the debt incurred for the sale of silver during the war from the United States of America; and if it had been reduced since April 1st, 1922.

Mr. S. Baldwin: The answer to the first part of the question is \$125,017,633.57, of which \$30,517,633.57 was paid before April 1st, 1922, and \$94,500,000 since, with interest in addition at 5 per cent. in each case, leaving a balance of \$61,000,000 due in respect of capital. Arrangements have been made to repay this amount within the next two years.

THREE MEN IN A BOAT. WONDERFUL STORY OF VOYAGE FROM AFRICA.

The steamer *Hunstanworth*, 1,424 tons register, of Newcastle-on-Tyne—master, W. Robertson, of South Shields, who took command when the captain was stricken with sickness—arrived up to time, at Rochester, from West Africa, with cargo on Friday.

This is a bald announcement, but now read the story of British grit that lies behind it, says a home paper in mail week.

The *Hunstanworth*, black and grim, is lying just off Strood pier in the Medway. During the whole of her voyage from Africa, she has been fighting a deadly disease which struck down man after man of the crew until only one sailor was left with the two officers. Down below a begrimed Scots chief engineer was fighting to keep up the steam—watching his engines, shovelling fuel into furnaces, and trimming the coal into the bunkers.

Two delirious men in the grip of malaria were dying in their bunks, surrounded by helpless men who were themselves ill with the fever.

Hundreds of miles away, in mid-ocean, a doctor on a fast-speeding liner was prescribing for the sick men by wireless telegraphy. The new master, Robertson, would leave the bridge to make up the wireless prescriptions, and to nurse his crew. Then back to his navigation, until he and second officer, Davidson, with the steward, Warrior (who had to cook for patients and everybody when the cook fell ill), were almost too weary to stand.

The *Hunstanworth* was kept going, ploughing her way through the weather—steam up and lights burning at night as usual, fighting to reach an English port and a doctor. The ocean greyhound was becoming faint; a fog was beginning to creep up.

treatment as before make for nearest port. The *Hunstanworth* picked up the last words of the far away doctor and the ocean liner was beyond call.

The stricken ship was fog-bound that night, and the doctor summoned by wireless to await her at Dartmouth was of no avail. It was impossible to navigate the vessel into Dartmouth in such a dense fog. With her green sounding and a man taking soundings, Capt. Robertson and his "chief," Mr. Davidson, brought the *Hunstanworth* creeping up-channel. They heard the signal at Portland Bill, but dared not attempt to go in. It was at Beachy Head that the fog first lifted, and soon afterwards, and for the first time since the voyage began, the great strain ended.

IN PORT AT LAST. A Trinity House pilot and a doctor came aboard, and once in the Medway 11 men were taken off, and removed to hospital.

James Kerr, of Ardrossan, had died on board, and another man, E. Benwick, of South Shields, died in hospital. The doctor ordered Robertson to bed at once, and almost every man had to receive medical attention. It was as he lay in his bunk that Robertson told the story.

"We left the Tyne two months ago," he said, "for Kaolack, West Africa. We went 75 miles up the river, and it was there that the crew were bitten and got malaria. I had it myself, but not over it. By the time we got back to Rufisque, on the coast, men were complaining, and we sent for a black doctor. One man was left in hospital and the doctor said the other would soon be well. Almost immediately the skipper, Capt. Caldwell, of Sunderland, was knocked with it, and we put him in hospital at Les Palmes."

Going on to describe the end of the voyage, Robertson said: "We had a ship full of sick men, in a Channel fog, and could not have found enough hands to man a boat if anything had happened."

The rest of the crew are going on well, and Capt. Caldwell is now on his way to England. The malaria outbreak is attributed to the fact that the *Hunstanworth* went up-river just after the end of the rainy season. All Chatham is talking of the handful of men who brought the *Hunstanworth* home to time.

RURAL AMERICA.

IN "HOMESPUN FOLKS."

A decade or so ago there appeared in *Collier's Weekly* and several other American periodicals a series of drawings of American rural life by A. B. Frost. So sincere and true to life were those portrayals of America's sons of the soil that they have been placed beside the poems of James Whitcomb Riley as most truly representative of rustic America. What was accomplished by Riley in verse and Frost in pen and ink has been achieved on celluloid by Thomas H. Ince in "Homespun Folks" which is being shown at the Coronet to-day. It is an epic realism of Frost and the poetic charm of Riley. The characters are real human beings, humorous at times, in deadly earnest at others, but always sympathetic and understandable. The plot affords opportunity for swift action and cleverly contrived suspense. The balance between laughter and tears is carefully adjusted and the picture is in every way an artistic production of unquestionable merit.

AN AMAZING VOYAGE.

CAPT. DIES, DIRECTOR ABSCONDS, MEXICO CONFISCATES CARGO.

SUMMARY COURT SEQUEL.

In July of 1921 the cargo steamship *New China*, owned by the Spain and China Navigation Co., departed from Canton on a voyage which proved to be full of incident.

A sequel was heard at the Summary Court yesterday morning when the pantry boy of the vessel sued another Cheng Bing, for the sum of \$300, sixteen and a half months' arrears of wages.

Mr. Leo d'Almada appeared for the plaintiff, and Mr. R. E. A. Webster for the defendant.

Mr. d'Almada related the facts of the case. He said the s.s. *New China* had been the property of the Spain and China Navigation Co., but that company had ceased to exist, and the vessel was sold in Central America. The ship was originally registered in Hongkong. In July of 1921 she departed from Canton for Mexico, with one of the Directors of the Company, Mr. Mendezona, and a representative of the other Director (Mr. B. C. Wong), on board. The vessel was laden with a certain amount of cargo at Canton, but no more was to be had all the way to Mayapalaz in Mexico.

Here Mendezona went ashore, and failed to return, so the captain took the vessel on up to Salina Cruz, where they waited a couple of months for Mendezona to return. The captain died, and the chief mate was made captain in his place. Mendezona did not return eventually, and caused a lot of trouble by saying that the ship owed him money. Then he disappeared entirely and has not been heard of since. Meanwhile none of the crew had received their pay, and were beginning to get angry. The plaintiff alleged that Cheng Bing was the commodore, and that he, therefore, was the man to pay them. Cheng signed a form for them stating that he would try and dispose of the cargo at Callao, in Peru, and pay the men with the proceeds. The vessel proceeded to Peru, but here the cargo was taken ashore, put in the Customs House, and Cheng was not allowed to land. The ship was finally sold, and the crew sent back to Hongkong by the Mexican Government.

Mr. d'Almada alleged that the plaintiff and the other members of the crew employed in the commodore's department, were employed by the defendant, and therefore he alone was liable. In Hongkong he signed a document at the Seamen's Institute guaranteeing that the crew would be paid. Mr. d'Almada pointed out that this was in reality a false case, for there were 23 of these men who had received no pay.

The defence alleged that Cheng was not the commodore of the ship, and, therefore, was not responsible. Neither did he engage the crew. Both the documents which he was alleged to have signed were practically forced from him. In the box, Cheng said that members of the *New China's* crew kept him at the Seamen's Institute from eleven in the morning till four in the afternoon, and would not let him go till he had signed the guarantee.

Judgment was reserved.

"WORST TELEPHONE SERVICE IN THE WORLD."

Sir Frank Beaman, writing to a Bombay paper says:—After a short experience compared with like experiences in other great cities, I have no hesitation in asserting deliberately as my calm considered judgment, that the Bombay telephone service is the worst in the world.

Kowloon takes some beating in this respect, but the following account which Sir Frank Beaman gives of the service at Bombay confirms the "calm, considered judgment" at which he has arrived. He writes: "This is what happens. You ring up Central hopefully (if you are new to the game), and in somewhere under three minutes on an average some bright young creature sings out 'Number please.' You reply, let us say, 41,300. Then silence. You sit with the receiver at your ear, nothing whatever happens (presently you will know that nothing whatever is likely to happen). After a tense three, five, ten or fifteen minutes, according to your store of patience and the sanguinity of your nature, you ring up again. There is another pause, and then the same cheerful attractive voice 'Number, please.' 41,300, you inform her, and resume your expectant waiting. Nothing whatever happens. And so *de capo*, *ad infinitum*. I have played this new game, having unfortunately more leisure than most, with interest and fortitude. I have rung up twenty-five times, allowing a three minutes' wait between each, and so filling in an idle hour and a quarter. I have never achieved any result."

KOWLOON THEATRE.

"THE SIN OF MARTHA QUINN."

Another big picture comes to the Kowloon Theatre to-night. It is "The Sin of Martha Quinn," an unusual sort of film which concerns itself with the bitter-sweet romance of a girl whose transgressions exist only in the corrupted mind of her narrow-minded, domineering father. The part of Martha Quinn, who is so convinced that everyone is evil that he makes her out of the truth, who regards his wife as a crook and trusts not even his wife, is taken by Joseph Dowling of "Miracle Man." He gives a wonderfully effective portrayal of an ugly part.

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and trying climatic conditions, these
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THE SUPREMACY OF MAN.

[CONTINUED.]

Woman.....a dangerous subject, but one
for all its pitfalls, its snares, and
illusions, has a considerable fascination
for simple man. We will be frank, and
confess at the beginning that we do not
profess to understand women, and we would
not do so if we could, for the less we under-
stand of them the more we admire them
and the more they entertain us. Women,
who are always extremely careful not to
understand themselves, delight in ridiculing
the efforts of man to analyze their
characters, but they will fight for seats at a
lecture to hear a male feminist abuse their
sex. We have heard a fashionable audience,
mostly women, vigorously applaud a state-
ment (made by a man) that "Most women
have little sense of honour and will be
easily". This incident is a typical example
of the deliberate manner in which women
will play the part of being illogical.

A book recently published in England
and written by a woman has as its theme the
disadvantage of being a woman. In it
the authoress demonstrates that in the long
end woman cannot compete professionally
with man. She is right, and we shall
shortly advance some reasons of our own
in support of her conclusions, but it must be
admitted that during the last ten years
woman has trepassed considerably into the
provinces of life once reserved for males.
According to a telegram from New York
there are 81 million women working in the
United States. They grace 645 profes-
sions, and are to be found in occupations
as diverse as street-cleaning and sitting as
judges. At the Middle Temple banquet
on "Grand Day," held on the 21st of last
November, twelve women barristers and
students were present, and the first lady
barrister in England has just won her first
case in the Divorce Courts. Women sit on
juries, sway election results, and take an
increasingly active part in municipal
affairs. At first glance, the supremacy of
Man seems threatened. Let us examine
the matter a little closer.

If one compares the average young woman
of one's acquaintance in nineteen
hundred and something with the young
lady of 1923 an immense difference is
apparent. The lady of the Edwardian era
went to school or had a governess, after
which she was what was technically known
as "finished." This "finishing" process,
this final buffing up of the polish, led to
parents paying exorbitant sums in order
that their daughters might learn a stereo-
typed smattering of various arts. The
instruction at these "finishing" factories
was in no case adjusted to suit the intel-
lect of the pupil. When the young
thing was "finished"—i.e. intellectually
stunted, and usually physically effete (the
natural presence of perspiration on the face
as a result of active exercise was not
encouraged by the deportment class)—she
helped Mamma to pour out the tea, until an
approved man came along, who was
financially able to give her a tea-party of her
own.

It was all very nice and peaceful
and we are thankful to have enjoyed it,
even as we take a certain pride in recollect-
ing that we have danced the cake-walk in
the very best Society; but those curiously
remote days have resulted in a generation of
daughters who are equally nice but far less
peaceful. They do not want to be
"finished." If they have brains they want
a profession; if they have no leanings for
a career they want to shine, athletically.
They want to be taught games properly
and to play "all out." The man I hate
most—"said a young lady at a tennis
party—"is the man who serves me easy
balls because I wear a skirt." Above all,
they want independence. The prevailing
disease of self-determination has gripped
them badly. They have heard that their
mothers used to trail behind them,
and spend hours in evading a thing
then known as a chaperone. They
delude from this fact that the Edwar-
dian generation was either very wicked
or very hypocritical. The one pursuit for
which they show no enthusiasm is helping
Mother with the tea-pot. As Mamma tear-
fully waters the tea, she is distressed and
fears dear Phyllis is so very "hard,"
whilst Papa puts it all down to "That
wretched war." At the club he has been
heard to boast that his Phyllis has taken a
degree, or that she did the fourth hole
in three.

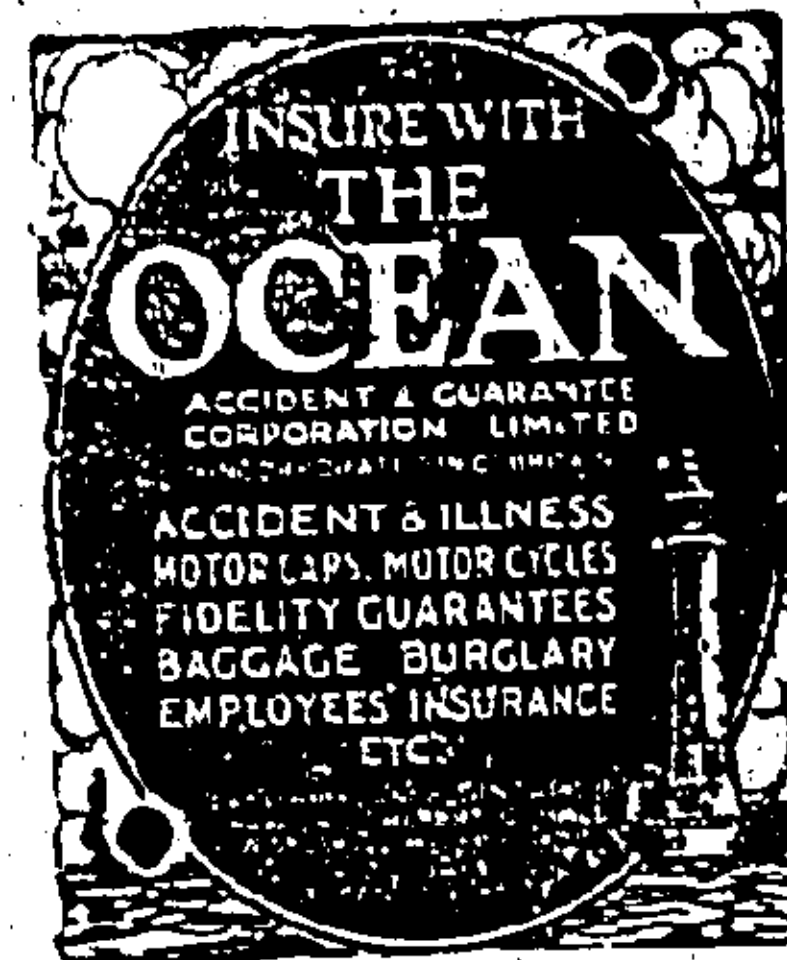
Women have broken right away from the
cobwebs of the pre-war days and the fresh
air has, perhaps, intoxicated them a little,
but he must be a hard-headed misogynist who is
not glad of the change. Not only is this
broadening of their horizons an excellent
thing for women, but we can applaud its
result, secure in the complacent reflection
that the menace to our superior position is
negligible. Were this not the case imme-
diate action would be necessary.

We Men, could not lightly relinquish a
position, which we fill with dignity and
which is absolutely essential to our self-
esteem. Fortunately there is no danger.
As a result of the war the market-value
of Man has appreciated to a considerable
extent. Nearly a million men—and these the
flower of our sex—sleep upon the battle-
fields, and the normal excess of women is
increased by this number. The desire for
children, the love of a home and a man
whom she can support in time of sorrow
and rejoice in time of triumph, are
longings far too deep-seated in the nature
of the average woman to be affected by the
superficial changes of the last two decades.
These are sentiments that a century of time
will not efface, and, whilst they endure,
Man holds the key to the door of social
life.

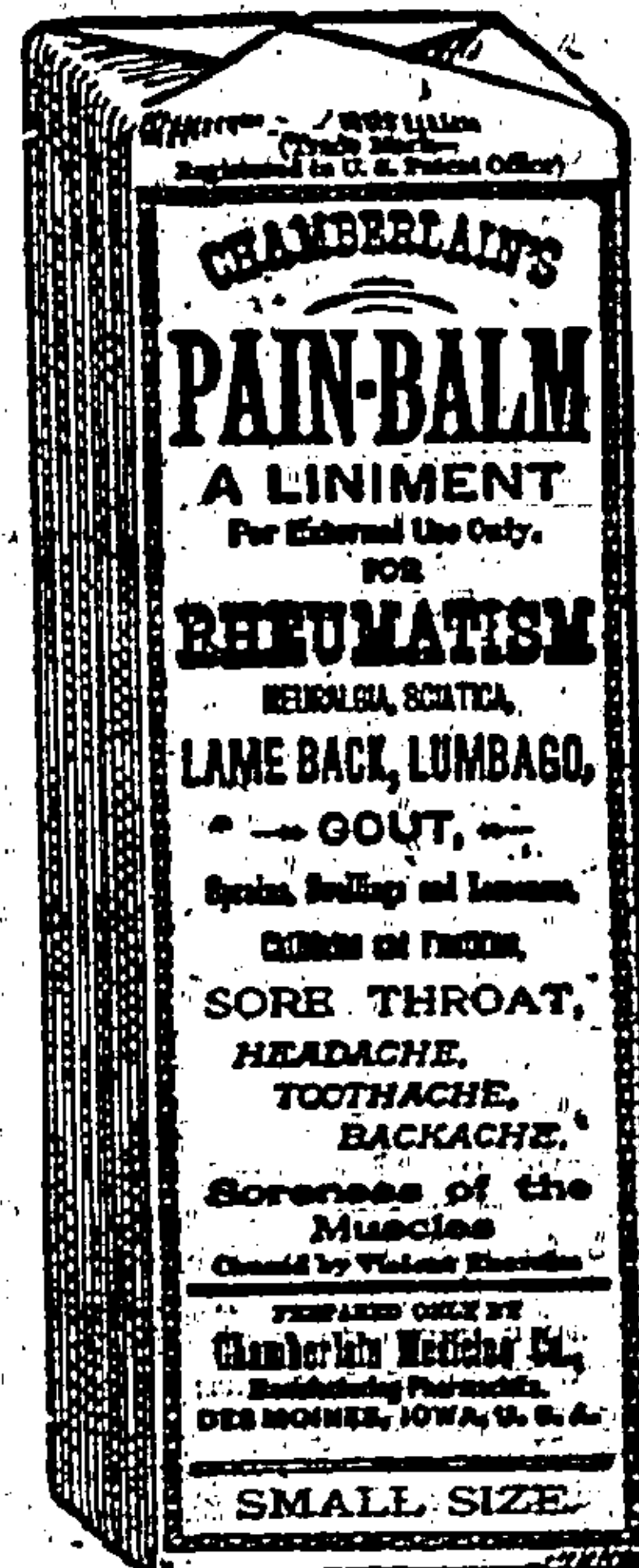
What Men should realize to-day is that
this new movement amongst women is, in
reality, the greatest compliment the male
sex has ever been paid. The women
are imitating us as best they can,
striving furiously amongst themselves to
be, please, not each other, but US.
(Continued on first of next column.)

Wash With Cuticura Soap
and Have a Clear Skin

Bathe with the Soap and hot water
on rising and retiring, using
plenty of Soap. If any signs of pim-
ples, redness or roughness are pre-
sent smear with the Ointment and let
it remain five minutes before
bathing. Always include the Cuticura
Talcum in your toilet preparations.
Sole in London 10, St. Christopher's St. and 40,
St. James's St. (The Cuticura Co., Ltd.)
Sole in Hong Kong 10, St. Christopher's St. and 40,
St. James's St. (The Cuticura Co., Ltd.)
Cuticura Soap shaves without ras-
sing.



SHANGHAI OFFICE—
6A, PRINCE ROAD.
AGENTS to Hongkong
and South China,
DODWELL & CO., LTD.
TELEPHONE, C. 1030. 2, QUEEN'S BLDG.



Ask for
Glover's
when you need
Dog Medicines
at good stores
everywhere

MARTIN'S
APOLASTOL
PAIN-KILLING PILLS

MARTIN'S
APOLASTOL
PAIN-KILLING PILLS

THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

THE FRENCH REMEDY
No. 1 For Rheumatism, No. 2 For Headache, No. 3 For Stomach and Bowel Complaints.
Sole Importers: THE HONGKONG & SHANGHAI FREE PORT CO., LTD., 10, ST. JAMES'S STREET, HONGKONG.
THE TRADE MARKED WORD "THERAPION" IS ON
THE BOX. PLEASE REFER TO THE FACILET.

MARTELL'S BRANDIES.

ONE STAR

V. O.

TWO STAR

V. S. O.

THREE STAR

V. S. O. P.



BOTTLED IN COGNAC AND GUARANTEED PURE GRAPE BRANDY
BY
MARTELL & COMPANY.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
8, QUEEN'S ROAD CENTRAL,
HONGKONG. [183]

HARMSTON'S CIRCUS.

LOCATION:—KOWLOON.

To-Night! 9.15. To-Night!

OUR FIRST
Grand Change of Programme
Greater, Grander and More Gorgeous.
Nothing to Say, Just Come and See and Judge Yourself.

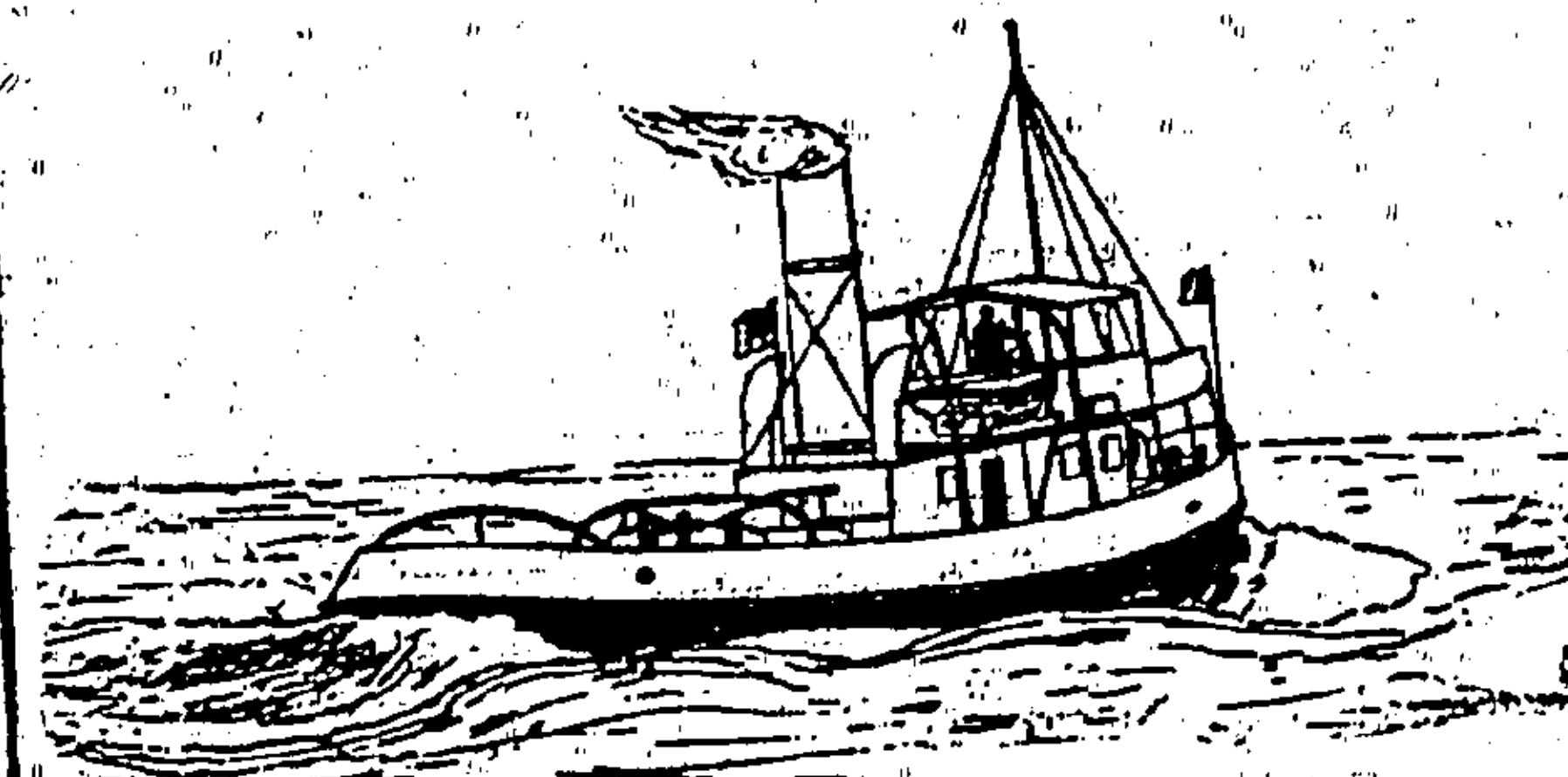
Matinee—Every Wednesday and Saturday, at 4 p.m.
Children Admitted Half Price to the Matinee Only.
Soldiers and Sailors Half Price in Uniform to the Second Chairs and Stalls Only.

BOOKING at MOUTRIE'S.
SPECIAL FERRYS AFTER EVERY PERFORMANCE. [2008]

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS.

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of
all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers;
Vessels built and shipped for re-direction abroad.



OLD-TRIED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
Boiler Makers, Founders and Constructional Engineers and Repairers.

HORLICK'S
MALTED MILK

FEED YOUR BODY
by drinking **HORLICK'S**
MALTED MILK, the finest Food-
Drink for all Ages. By its easy
assimilation it promotes a steady
acceleration of nutritive nervous force
and brain power. Thus it is the
shop who take **HORLICK'S** are
marked by their cheerfulness and
quick-grasping faculties, which
enable them to overcome the strain
of every day life. Made instantly
by the addition of hot or cold water.
Of all Chemists and Stores.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENG.
WALLACE FARLEY, 1, The Bums, SHANGHAI.



High
food value.

Due regard to
food values is
essential to health
and consequent
contentment.

A delicious custard made with good, sweet
milk and the delicately flavoured

Brown & Polson's Custard Powder

is agreeable and nourishing. It adequately
replaces cream as an accompaniment to
stewed, or tinned fruits.

Made in Scotland, of the best ingredients
only, by Brown & Polson, Ltd., the firm with
over 65 years' reputation for excellence.
Packed in tins, each containing 4-lb. net.

As reliable as
Brown & Polson's Corn Flour.



WORLD THEATRE

WEDNESDAY to SATURDAY, 10th to 13th JAN.

5.15 and 9.15 p.m.

LEW CODY

"OCCASIONALLY YOURS"

ROBERTSON-COLE

SUPER-SPECIAL

in 6 parts.

2.30 & 7.15 p.m.

WEDNESDAY & THURSDAY:

"INVISIBLE RAY," Epis. 13, 14 & 15.

FRIDAY to MONDAY:

"THE ADVENTURES OF ROBINSON CRUSOE,"
Episodes, 1, 2, 3 & 4.

U-SUAL PRICES BOOKING AT THE THEATRE.

FOR SALE

The following steamers as they now lie in the Menan River,
Bangkok.

"Phan Samud" "Laen Samud"
"Thong Samud" "Doen Samud"

For further particulars please apply to

BORNEO CO. LTD.

MANAGING AGENTS.

SIAMESE STEAMSHIP CO. LTD.,
BANGKOK.

WHISKY

FINDLATER'S

GIN

FINDLATER, MACKIE, TODD & CO., LTD.

LONDON.

Agents:-

Messrs. CARTERS,

Telephone 3549 Central

1, CHATER ROAD.

RENT RESTRICTIONS. SURVEYORS' PLEA FOR ABOLITION.

The Imperial Government Committee on the Increase of Rent and Mortgage Interest (Restrictions) Act, 1920, will have in the memorandum from the Surveyors' Institution, something more than the property owners' view of the question; for the council, after ascertaining the opinions of members of the institution, has endeavored to deal with the subject from the broad standpoint of public policy.

The recommendations of the institution which cover many technical points, open with a statement of the effect of rent restrictions in preventing building, especially owing to interference with the investment of money in property which is, or may be, subject to the operation of the Act. If there had been a free market in 1920 the general level of rents would not, in the opinion of many surveyors, have been raised beyond the limits permitted under the Act.

The restrictions prevent the improvement and development of built-up property, a single statutory tenant who cannot be ejected having the power to hold back indefinitely a much-needed improvement. They have also proved wasteful in necessitating large outlay in the repair of worn-out property which ought to have been pulled down and reconstructed, and in the extensive deterioration of other property owing to the difficulty experienced by owners in controlling unsatisfactory and destructive tenants.

GROWING DEMAND.

Dealing with the question purely from the point of view of the public interest, the general view of the profession is that the Act should be permitted to lapse in June, 1923, because continuance of restrictions would provide no remedy for the housing deadlock; it would merely stabilize the position of sitting tenants, and do nothing to solve the larger problem—the provision of houses for the homeless; it would intensify the difficulties, by prolonging the restraint on building while the requirements of the community for more house would automatically increase; the sources usually responsible for providing capital for building purposes would remain closed; the conditions likely to prevail in two or three years' time would be less favourable to a return to economic conditions than those now obtaining.

If it is considered necessary to continue restrictions, beginning should be made towards a return to normal conditions by reducing by stages the number of houses to which they apply. With this object it is suggested that the houses of higher rental value, first included under the Act of 1920, should be freed from restrictions from June, 1923; those first included in the 1919 Act should be freed from June, 1924; while the lower-rented houses covered by the original statute should be given until June, 1925.

In addition to this the following should not come within the operation of any extending Act:—

Tenancies created in respect of a period after June 24th, 1923, in the case of other than sitting tenants; Dwelling-houses used for business purposes or let with business premises; Dwelling-houses where the rent is in arrears for prescribed periods varying with the class of tenancy; Dwelling-houses which become vacant; Property let on current leases for seven years or more.

RENT RESTRICTION IN THE ISLE OF MAN.

In the representative branch of the Manx Legislature there was passed for second reading a bill to extend for a further two years the Rent Restriction Act and to reduce the increase in rentals of 50 per cent. above the pre-war figure to 20 per cent. The housing problem in the Isle of Man is very acute. The houses are not sufficient to meet the demand of the normal population and persons coming from England to escape the crushing taxation and from Ireland to escape disorder are competing for the purchase of properties which come into the market.

MCGRIGOR'S BANK.

STATE GRANT OF 10s. IN POUND
FOR ARMY CLIENTS.

Lieut. Col. Guinness (Under Secretary for War) answering Col. Aubrey Herbert in the House of Commons, stated that the War-office had no legal liability in regard to the McGrigor's Bank failure. The Government, however, recognized a moral obligation on behalf of those whose accounts directly originated from their connection with the Army, and an estimate would be tabled with the object of giving special relief to the extent of 10s. in the pound in addition to the existing assets.

No guarantee of the stability of Army agents could be given by the War-office without extensive powers of control on the part of the Army Council, and that would be contrary to the public interest.

It was estimated that the assets of the bank would permit of a dividend of something like 1s. in the pound. It was a misapprehension to suggest that there was any compulsion on officers to bank with these agents. The provision which the Government would recommend to the House must be looked on as an ex gratia payment.

Replying to Mr. Lawson the Minister said that the case of Farrow's Bank was in no way relevant to this matter. The Government did not propose to make any grant to those depositors in McGrigor's Bank without any Army connection. The Central Board of Finance of the Church of England understands that the Government's promise holds good to all Army chaplains and ex-Army chaplains who served in the late war.

(Continued at foot of next column.)

NOTICE TO CONSIGNEES.

The Steamship "BOWEN CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves in the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

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S.S. "CORDILLERE"

SERVICES CONTRACTUERS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LIES, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their wharves in the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Thursday, the 11th inst., at Noon, will be subject to sale and no claims will be recognized. All claims must be sent in to us on or before the 14th January, 1923, or they will not be recognized.

All damaged packages will be examined on Thursday, the 11th inst., 1923, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.
R. RODENFUSSEL, Acting Agent.
Hongkong, 5th January, 1923.

DAIRY FARM NEWS.

BUTTER IS ALL FOOD AND
NO WASTE.

Use it in every way possible in preparing and cooking other foods. By doing so you not only improve their flavour, but add tremendously to their food value.

THERE IS NO SUBSTITUTE FOR
BUTTER.

Think of it as a vital food and not as a luxury.

The best obtainable Brands are—

DAISY AND DAIRY MAID

Stocked by
THE DAIRY FARM ICE & COLD
STORAGE CO., LTD.

When in doubt about your eyes
or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Spec. Lists.

67, UEN'S ROAD CENTRAL

Hongkong.

Shining eyes
and glossy curls

—of your little boy or girl,

that will not forever stay,

capture in pictures TO-DAY.

We have the secret

of an outfit you

want. Let us

show it to you.

25, Des Voeux Road, Central.

TRUSTEES AND THE GRANT.

Mr. Russell Kettle, the trustee of Sir Charles B. McGrigor, Bart., and Co., makes the following announcements:—

Immediately on their appointment the trustees and committee of inspection took the opinion of counsel as to the legal liability of the Government to make good to creditors the losses sustained in the bankruptcy. Counsel advised that neither the trustee nor the individual creditors had any legal claim against the War-office or Paymaster-General.

The proposed Government grant of 10s. in the £ to certain classes of creditors is a matter between individual creditors and the Government, and the trustee, as such, is not legally concerned with the allocation or distribution. He has, however, placed himself at the disposal of the War-office in connection with the distribution, and information is being prepared with a view to the speedy allocation and distribution of any grant which may be voted.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

PUKOW via SWATOW	"CHEONGSHING"	Thursday	11th Jan., 10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday	11th Jan., 3 p.m.
TSINGTAU via SWATOW	"HOSANG"	Friday	12th Jan., 10 a.m.
MANILA	"YUENSANG"	Friday	12th Jan., 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Saturday	13th Jan., 8 a.m.
TSINGTAU via SWATOW	"HANGSANG"	Sunday	14th Jan., 10 a.m.
SHANGHAI	"KWAISANG"	Monday	15th Jan., 10 a.m.
BANGKOK via SWATOW	"WINGSANG"	Tuesday	16th Jan., 10 a.m.
TSINGTAU via SWATOW	"WINGSANG"	Tuesday	16th Jan., 10 a.m.
SHANGHAI	"WAISHING"	Tuesday	16th Jan., 10 a.m.
TSINGTAU via SWATOW	"MAUSANG"	Tuesday	16th Jan., Noon
SHANGHAI	"KONGSANG"	Thursday	18th Jan., 10 a.m.
BANGKOK via SWATOW	"YATSHING"	Monday	22nd Jan., 10 a.m.
KOBE via SHANGHAI	"KUTSANG"	Monday	22nd Jan., Noon
STRAITS & CALCUTTA	"FOOKSANG"	Monday	22nd Jan., 8 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Saigon when intermediate calls are made.

BORNEO LINE.—A weekly service to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Waihai and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about

Thursday 11th Jan. at 3 p.m., for BINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGER.

Telephone Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong	Vessel	Leave Hongkong	Discharges
"RADNORSHIRE"	16th Jan.	"GARNARVONSHIRE"	17th Jan.	Genoa, London, Hull, Rotterdam & Hamburg.
"GLENSHANE"	30th Jan.	"GLENBEG"	29th Jan.	London, Hull, Rotterdam & Hamburg.
"PEMBROKESHIRE"	6th Feb.	"GLENSANDRA"	11th Feb.	Genoa, London, Hull, Rotterdam & Hamburg.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 2695.

JAPAN AND Hotels MANCHURIA

Members of Japan Hotel Association
c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals:
25-30 in cities and some popular resorts.
24-25 in country districts.

IN JAPAN PROPER			
Chasenji (Hikari)	Kyoto Hotel	Nagoya Hotel	Shimonoseki
Lakeview Hotel	Miyako Hotel	Nara	San-ya Hotel
Kamakura	Matsumoto	Nara Hotel	Shirakawa
Kai-in Hotel	Park Hotel	Nikko	Tokyo
Karumata	Miyajima	Nikko Hotel	Imperial Hotel
Mikasa Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Mampul Hotel	Miyajima Hotel	Nikko Hotel	Trakiji Station Hotel
Kobe	Miyajima Hotel	Nikko Hotel	Yokohama
Oriental Hotel	Miyajima Hotel	Nikko Hotel	Grand Hotel
Tor Hotel	Miyajima Hotel	Nikko Hotel	

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHINA		IN MANCHURIA	
Kai-in Hotel	Changchun	Yamato Hotel	Hotel (Khabarovsk)
Chosen Hotel	Yamato Hotel	Yamato Hotel	Yamato Hotel
Peking	Yamato Hotel	Yamato Hotel	Yamato Hotel
Peking Station Hotel	Yamato Hotel	Yamato Hotel	Yamato Hotel
Shanghai	Yamato Hotel	Yamato Hotel	Yamato Hotel
Shanghai Station Hotel	Yamato Hotel	Yamato Hotel	Yamato Hotel

Tel. Central 2313.

P. O. Box 530.

MADLINE PEARSON

AFTERNOON AND EVENING

GOWNS

2, Queen's Buildings, Ice House Street

(opposite Cafe Wigram)

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.
 S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.
 S.S. "CITY OF POONA" ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

REISS & CO., CANTON

(Tel. Central 780)

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 AFRICA, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NAGPORE"	4,300	13th Jan. 4 p.m.	Singapore & Bombay.
"ROTTAM"	4,700	26th Jan.	Singapore, Penang, Colombo & Bombay.
"RARDINA"	4,580	24th Jan.	Marseilles, London & Antwerp.
"NELLORE"	4,550	7th Feb.	do.
"DELTA"	8,000	7th Feb.	do.
"SICILIA"	8,200	16th Feb.	Singapore, Penang, Colombo & Bombay.
"SHIVA"	8,000	21st Feb.	Marr. Ldon. Awerp & Rdam.
"BANCA"	8,000	6th Mar.	Singapore Colombo & Bombay.
"MOREA"	11,000	7th Mar.	Bombay, Marr. Ldon. & Awerp.
"SOUTAN"	6,700	19th Mar.	Singapore, Penang, Colombo & Bombay.
"KARHIM"	8,500	21st Mar.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	4th Apr.	do.
"SICILIA"	8,200	13th Apr.	Singapore, Penang, Colombo & Bombay.
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"KARMALA"	9,000	2nd May	do.
"KARHAR"	9,000	18th May	do.
"KATANGAR"	4,000	2nd June	do.
"NOVARA"	8,500	13th June	do.
"DELTA"	8,000	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,000	25th July	do.

Will call at Hamburg if sufficient inducement offers.

BRITISH INDIA-APCAR SAILINGS

"TANDA"	7,000	16th Jan.	Singapore, Penang & Calcutta.
"GREGORY APCAR"	4,650	30th Jan.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBAN"	45,000	31st Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Perth, Melbourne and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TANADA"	7,000	19th Jan., D.L.	Amoy, S'hai, Moji, Kobe & Yok.
"SOUTAN"	6,700	13th Jan., Noon	Shanghai only.
"DELTA"	8,100	15th Jan.	Shanghai only.
"MOREA"	11,000	12th Jan.	S'hai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while await in the on carrying steamer.
 First Saloon Passengers may travel by R.M.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the vessels of their P. & O. Tientsin Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcel Messengers not more than 5 lbs. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (ann/or New York by) fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "MOORISH PRINCE" ... Beginning of February, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
St. George's Building**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.

"ARGON MARU" (Omit Marseilles) ... Thursday, 16th Feb.
 BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN &
 CAPE TOWN via SAIGON & SINGAPORE. FAREWELL SERVICE
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"LUZON MARU" ... Friday, 13th Jan.
 "CELESTES MARU" ... Monday, 22nd Jan.
 SAIGON, SINGAPORE & SINGAPORE—Regular monthly Passenger Service
 "KASHI MARU" ... Thursday, 1st Feb.

CALCUTTA via SINGAPORE & BANGKOK. ... Thursday, 11th Jan.
 "MALAY MARU" ... Monday, 22nd Jan.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and
 Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger
 Service.

"ARIZONA MARU" ... Wednesday, 17th Jan.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco
 Panama and Colon Ports.
 "ALASKA MARU" ... Monday, 22nd Jan.

JAPAN PORTS—Kobe & Yokohama ... Monday, 22nd Jan.
 "LONDON MARU" ... Monday, 22nd Jan.
 KIELUNG via SWATOW & AMOY—These Steamers have excellent accommodation
 for 1st and 2nd class saloon passengers.
 "KAIJO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Every Sunday, 10 a.m.
 TAKAO via SWATOW & AMOY ... Thursday, 11th Jan.
 "SUNAMARU" ... Thursday, 11th Jan.

For sailing dates and further particulars, please apply to—
 Tel. Central 24, 2400
 21, SHIMA, Manager

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOI & SHANGHAI	"CHUNGKING"	On 11th Jan. 10 a.m.
SWATOW & HANGKOW	"KALGAN"	On 11th Jan. 10 a.m.
HONGKONG	"KUEICHOW"	On 11th Jan. 10 a.m.
HAIPHONG	"TRAI"	On 13th Jan. 10 a.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 13th Jan. 10 a.m.
SHANGHAI	"SZECHUEN"	On 14th Jan. 10 a.m.
HONGKONG & HANGKOW	"KALGAN"	On 14th Jan. 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 14th Jan. 10 a.m.
AMOI, SHANGHAI & TIENTSIN	"YINGCHOW"	On 14th Jan. 10 a.m.
HONGKONG, HAIPHONG & HAIPHONG	"YUNNAN"	On 16th Jan. 10 a.m.
SWATOW & HANGKOW	"KWANGTUNG"	On 16th Jan. 10 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 18th Jan. 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular
 Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving
 Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to
 Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all
 Yangtze and North China ports. Passengers for Shanghai do not require to tranship
 at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to
 and from Bangkok via Swatow maintained by new "K" class steamers, attractively
 fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, Ltd.)
 Telephone Central 33.
 CANTON'S HARBOR CAN BE REACHED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS
DAILY SERVICE TO AUSTRALIA.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sardinia, Manila & Australian Ports
"TAIWAN"	12th Feb.	17th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
 of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights
 throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried.
 Redhead Passes Cargo loaded through to all Australia, New Zealand & Tasmania ports.

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 (JOHN SWIRE & SONS, Ltd.) Agents.
 Telephone Central 33.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
For NEW YORK & BOSTON via SUEZ

S.S. "LEWIS CASTLE" ... sailing on or about 10th January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS

FIUMI having been re-opened for traffic, cargo is also accepted for this port
 on through Bills of Lading.

FOR SHANGHAI.

S.S. "FIUME L." ... sailing on or about 13th January.
 S.S. "PERSIA" ... sailing on or about 2nd February.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME" ... sailing second half of January.
 S.S. "PERSIA" ... sailing second half of February.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS via COLOMBO.

S.S. "UMSINGA" ... sailing about 10th February.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
 DODWELL & CO., LIMITED,
 Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Rate to European Ports \$120 payable in local currency

First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU:
 S.S. "PRESIDENT CLEVELAND" ... Jan. 22nd, 1923 ... Jan. 11th, 1923
 S.S. "PRESIDENT PIERCE" ... Jan. 31st, 1923 ... Jan. 22nd, 1923
 S.S. "PRESIDENT WILSON" ... Feb. 14th, 1923 ... Mar. 8th, 1923

"Sailings and Fares Subject to change without Notice."
 HONGKONG-MANILA SERVICE

S.S. "PRESIDENT CLEVELAND" ... Jan. 19th, 1923 ... Jan. 14th, 1923
 S.S. "PRESIDENT PIERCE" ... Jan. 22nd, 1923 ... Jan. 24th, 1923
 S.S. "PRESIDENT WILSON" ... Feb. 5th, 1923 ... Feb. 7th, 1923

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE FIELDING" ... Jan. 20th, 1923.
 TAMPAN INTER-OCEAN S.S. CO.
 For RAYSEA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE
 & NEW YORK.
 S.S. "JADEN" ... Jan. 11th, 1923
 S.S. "DRYDEN" ... Jan. 21st, 1923
 S.S. "HEFFRON" ... Feb. 6th, 1923

For full information regarding rates, space, etc., apply to—
 PACIFIC MAIL S.S. CO.
 Telephone Central 141. Address: Cable: "SOLANO" 1st Floor, Cullen's Building, Hongkong
 Agents: 21, CANTON—REISS & CO.

BOSTON AND NEW YORK

Joint Service of the
"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 25th January.
 S.S. "NINGCHOW" ... via Suez Canal ... 5th February.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 15th February.
 S.S. "HYSON" ... via Suez Canal ... 25th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to—
 BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON REISS & CO., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs. and Sailings for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AMBOISE	27th Jan.
CORDILLERE	6th Feb.
ANGKOR	15th Dec.	19th Jan.	20th Feb.
ANGERS	29th Dec.	2nd Feb.	6th March
AZAY LE RIDEAU	12th Jan.	16th Feb.	20th March
PORTOS	26th Jan.	2nd March	3rd April

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) ... \$120. On Cd. B CLASS (1st Class) ... \$110. On Cd.
 STEAMERS (2nd) ... \$ 80. On Cd. STEAMERS (2nd) ... \$ 80. On Cd.

Through Tickets to London and Landing Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).
 S.S. "C. DORIS", sailing about End Jan., 1923, for HAVRE, ANTWERP & DUNKIRK.
 Sailings and dates subject to alteration, without notice.

For further Particulars apply to—
 MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. 3, QUEEN'S BUILDINGS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
 accommodation for First-Class Passengers, Electric Light and Fans in staterooms.
 Saloons and Excellent cuisine.

(FOR)
 SWATOW, AMOY & FOOCHEW
 AND RETURN
 (Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 18th Jan. at 1 p.m.
 HAICHING ... Capt. J. S. Thomson ... Tuesday, 16th Jan. at 1 p.m.
 HAIFONG ... Capt. Ellis Walker ... Friday, 19th Jan. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)
 For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

JAPAN COALAND
GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

